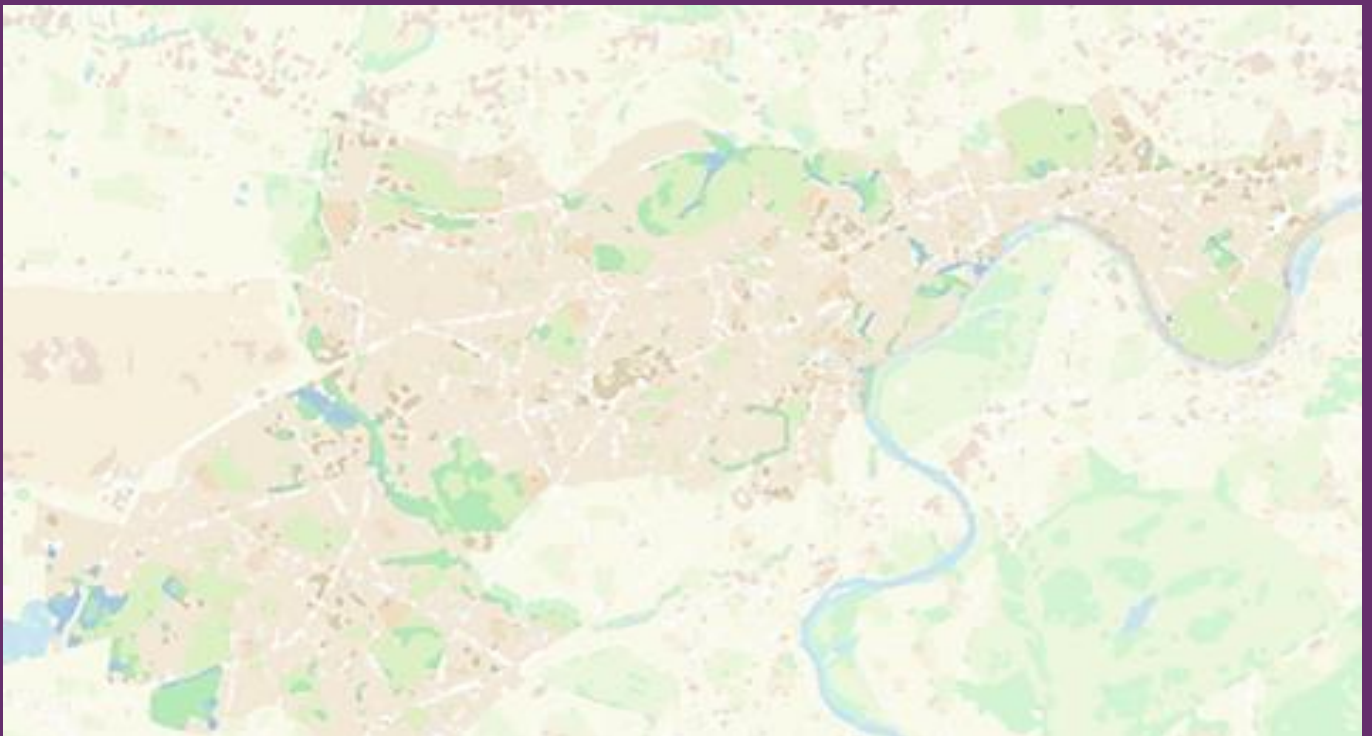


HOUNSLOW INFRASTRUCTURE DELIVERY PLAN (IDP)

May, 2025



Executive Summary

The May 2025 Hounslow Infrastructure Delivery Plan (IDP) aims to capture the range and scope of infrastructure required to support the objectives of the emerging Local Plan 2020-41 and growth projected to be delivered within the 'Plan period' (the period that the Local Plan plans for).

The infrastructure requirements identified are largely taken from existing strategies and plans that deliver on Corporate Plan Priorities; including:

A Greener Hounslow

The *Hounslow Climate Emergency Action Plan (CEAR)* and *A Greener Hounslow – Pathway to Net Zero*, among other strategies, address infrastructure projects dealing with Climate Change; securing future energy supply; retrofitting of buildings, air quality and waste collection and recycling.

Also linked to the Climate Change agenda the *LB Hounslow Green and Blue Strategy* and *Hounslow Nature Recovery Action Plan (NRAP) 2023 –2028* inform investment in the borough's extensive parks and green space and blue (waterway) networks. These range from increasing biodiversity through re-wilding, tree planting, children's play, allotment and commentary upkeep, substantial park masterplans, outdoor sport and leisure activity and flood mitigation works.

A Thriving Hounslow

The Council's *Asset Management Strategy 2024 -2029* and its approach to re-provision of community facilities including libraries, halls and places where residents can access community-oriented services has the potential create new forms of infrastructure around Community hubs and the borough's various localities.

Heritage and Cultural Space infrastructure also forms part of Thriving Hounslow offer, and the annual Heritage Assets at Risk Register is an important reflection of how the Borough investment is required to be shaped.

Various Education Strategies and Plans address the changing needs of the borough's schools and centres of learning to allow current and future generations of young people to access the employment and economic opportunities growth in the Borough offers.

A Fairer, More Equal Hounslow (2023) identifies the borough's 30 most deprived neighbourhoods as Equality Opportunity Areas (EOAs) – places where infrastructure investment and co-ordinated action are needed to tackle structural inequality and drive inclusive growth.

Further, better transport connection aspirations are set out in the *Hounslow Transport Strategy (2025)*, the *London Mayor's Transport Strategy* and *Hounslow's Local Implementation Plan*. These documents provide the framework for a range of transport interventions from new rail links, bus improvements, cycle ways, better public realm, and enhancement of road safety and **junction optimisation infrastructure investment to better link the Borough internally and across London.**

A Healthier Hounslow

The *NHS Northwest London Health and Care Strategy* sets the context **for health in Hounslow** and informs the requirements for new health facility infrastructure. The Council has commissioned a new *Leisure Built Facilities Strategy* which should be published in September 2025, and is also in the process of updating *Playing Pitch Strategy 2017 to 2030* and this providing a future framework to promote Leisure, Physical Activity and Sport to support fitness and healthy living in Hounslow.

A Safer Hounslow

Our Strategy – Digital Hounslow supports the Council's ongoing commitment to CCTV coverage in the Borough. Supplementing the wider work of London's emergency services in the Borough, and their current model of Place Fire Brigade and Ambulance facilities.

Summarising Infrastructure Requirement

The infrastructure projects arising from current strategies are significant in scope and are set out in Appendix 1 (the Infrastructure Schedule) by type of infrastructure project, project name, description, location – by area forum, supporting strategy/document, expectation and whether it critical, essential or important to the delivery of the Local Plan, alongside estimated costs, secured or anticipated funding, funding gap, or how that funding gap may be closed.

The following table gives a summary of the total cost of infrastructure to be provided, anticipated funding gap and an indication other un-costed infrastructure.

Summary of Infrastructure Categories Estimated Costs and Funding Gaps

Infrastructure Category	Estimated Cost	Anticipated Funding Gap	Other Un-costed Infrastructure
Climate Change, Energy, & Utilities	£ 1,349,300,000	£ 1,348,810,000	Yes (1 item)
Green And Blue Infrastructure	£ 80,025,785	£ 64,091,737	Yes (Several)
Leisure, Physical Activity & Sport	£ 64,004,000 to £ 79,004,000	£ 59,663,617 to £ 74,663,617	Yes (two items)
Community Hubs & Localities	£ 393,000	TBC	Significant - reflects ongoing programme development.
Heritage, Arts and Culture	£ 93,043,000	£ 66,101,719	Yes (Several)
Education	£ 86,154,774 to £ 106,154,774	£ 46,055,000 to £ 71,055,000	Yes (Several)
Health	£ 124,354,600 to £ 132,354,600	£ 35,777,127 to £ 43,777,127	Yes (Several)
Transport	£ 1,766,300,000 to £ 1,982,000,000	£ 648,480,393 to £ 858,180,393	None
Emergency Services and Community Safety	£ 1,000,000	£ 1,000,000	Yes (1 Item)
Totals	£ 3,564,575,159 to £ 3,823,275,159	£ 2,270,372,593 to £ 2,532, 072,593	

Intro Table 1

The current IDP has been drafted to support the emerging Local Plan 2020-41 is submission to Secretary of State will be finalised prior to submission of the Local Plan to the Secretary of State.

As with all such IDP documents, the assumptions and information used will change over time, as projects are progressed and/or on occasion fall by the wayside or transform into newer or wider initiatives. The IDP will be regularly updated to take account of the constantly changing infrastructure picture

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1 Introduction: Why a 2025 Infrastructure Delivery Plan Update?

- 1.1 An Infrastructure Delivery Plan (IDP) sets out the infrastructure needed to deliver planned growth sustainably, effectively and at the right time. The Council, its partners and other stakeholders then use the document to ensure that the appropriate infrastructure is in place as the growth is delivered. This document reviews and outlines the infrastructure needed to support the growth and objectives set out in the Local Plan.
- 1.2 The infrastructure identified should be deliverable within the 'Plan period' (the time period that the Local Plan plans for) and include details of where the funding for this infrastructure will be found (to the extent that this is known). In cases where a gap is found between the identified infrastructure cost and the likely available funding to pay for the infrastructure, it is recognised that over time this will need to be addressed. To this end the Council adopted a Hounslow Community Infrastructure Levy (CIL) Charging Schedule in 2015 to help fund infrastructure related to growth in the Borough.
- 1.3 The IDP will be reviewed on a regular basis and treated as a 'live' document which will be used to inform decisions on infrastructure delivery, for example the allocation of CIL receipts to projects. The IDP can also be used as supporting evidence in bids for external funding and to support proposals for specific sites to be protected for use as schools or other infrastructure required throughout the plan period.
- 1.4 Updating of the IDP is linked closely to the development of the Local Plan, showing that the infrastructure needed to support the growth and development envisaged in the 15-year Local Plan period is planned and can be delivered.
- 1.5 In particular, the May 2025 IDP will be used to support the emerging Hounslow Local Plan 2020-2041 Local Plan in Examination and thereafter. To do so it has been updated from the Draft August 2024 Hounslow Infrastructure Delivery Plan used to support the Regulation 19 Consultation on the Local Plan. It contains updates from Infrastructure Providers over the last year, and addresses comments from received from the Regulation 19 Consultation from late 2024.

2 **Scope & Methodology**

- 2.1. The May 2025 has been updated from the earlier August 2024 IDP, which followed a three-stage methodology, in its production:
- **Stage 1: A Desk-Based Review** of the relevant supporting strategies/source documents and contacts to assess relevant infrastructure requirements by broad categories to be followed.
 - **Stage 2: A Needs Assessment** Utilising the information gathered in stage one, internal and external infrastructure providers have been consulted to establish the current and future infrastructure requirements to support growth in the Borough. These requirements are set out where required in explanatory text in the IDP and importantly in an updated Infrastructure Delivery Schedule.
 - **Stage 3: A Revise and Finalisation Feedback** to ensure all relevant information is captured and present appropriately.
- 2.2. The May 2025 update has included going back to infrastructure providers for updates on supporting strategies /source documents, an assessment of current infrastructure provision, and future requirements, and a process of feedback and finalisation of current known information.
- 2.3. Limitations: The focus of the IDP update is Borough infrastructure, or London / sub regional infrastructure, which Hounslow as a Borough can either directly fund, shape, or influence through working in partnership. Outside the scope of the update will be:
- Heathrow airport
 - Nationally procured infrastructure – courts, prisons, national rail
 - Care homes - these are part of a quasi-private funding model and are often privately procured.
 - Privately owned infrastructure – post offices, petrol stations, private car parks
 - Health care: Some adult social care, dental, acute care, optometrists, pharmacies
- 2.4. Updating of the IDP has been informed by current relevant strategies and infrastructure requirements as they currently exist and/or are being prepared. This is also true of costing and funding assumptions at the time of writing.
- 2.5. For this IDP, infrastructure projects have been classified into one of the following categories to reflect their relative importance for enabling new residential neighbourhoods, economic growth and achieving sustainability:

Critical Infrastructure:	Critical for meeting primary existing unmet development needs and for enabling the primary development objectives set out within the Council's Local Plan (and wider planning Policy) to be met.
Essential Infrastructure:	Essential for meeting secondary existing unmet development needs and for enabling secondary development objectives set out within the Council's Local Plan (and wider planning Policy) to be met.
Important Infrastructure:	Important for meeting other existing unmet development needs and for enabling other development objectives set out within the Council's Local Plan.

Fig 2.1 Criteria for assessing importance

- 2.6. **Public Consultation and Duty to Cooperate:** As a supporting document to the emerging Local Plan 2020-2041, the early draft August 2024 IDP version informed public consultation on the Local Plan during the statutory Regulation 19 process and can be referenced in Duty to Cooperate with adjoining Local and other relevant authorities.

3 Legislation and Policy Framework

- 3.1 The preparation of the 2024 Hounslow IDP Update is subject to the relevant national legislation and planning policy framework.

The National Planning Policy Framework (NPPF)

- 3.2 The NPPF requires local authorities to develop strategic policies that enable the provision of infrastructure, as outlined in Strategic Policies (paragraph 20) including:
- Transport;
 - Telecommunications;
 - Security;
 - Water and wastewater;
 - Energy;
 - Flood risk and coastal change management; and
 - The provision of minerals and energy, including heat.
- 3.3 In addition to strategic policies for physical infrastructure, local authorities are required to develop strategic policies to ensure the delivery of community facilities, including:
- Education;
 - Health; and
 - Cultural infrastructure

Strategic policies should also plan for broader infrastructure challenges, as stated in paragraph 20:

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

- 3.4 The provision of infrastructure is a key theme running throughout the NPPF that emphasises the importance of integrating infrastructure planning within the development planning process and long-term borough level and regional planning. The Council is striving to meet this objective by producing the IDP in conjunction with the Local Plan reviews, implementing and allocating a Community Infrastructure Levy.

The London Plan

- 3.5 The 2021 London Plan highlights the importance of infrastructure provision to support growth throughout London. Securing infrastructure to enable growth is a key theme that is embedded within many of the London Plan policies, with comprehensive infrastructure planning underwriting all aspects of growth within the Greater London area. The provision of infrastructure accounts for a substantial portion of the policies in the 2021 London Plan, with a focus on social infrastructure, green, blue and sustainable infrastructure as well as transport infrastructure.

The emerging Hounslow Local Plan 2020-41

- 3.6 The emerging Hounslow Plan 2020-41 includes site allocations (Chapter 12 of the Plan) and incorporates content from the previously proposed area-specific Development Plan Documents linked to identified opportunity areas (The Great West Corridor and West of the Borough), which were withdrawn in July 2023. The Council undertook a Regulation 18 consultation on its proposed approach to progressing the emerging Local Plan as a single Local Plan document in November to December 2023. Following this, the Council undertook a Regulation 19 consultation on the proposed submission version of the Hounslow Local Plan 2020-2041 in September to October 2024. The emerging Hounslow Local Plan 2020-241 was submitted to the Secretary of State in June 2025 for independent Examination in Public by government appointed Planning Inspectors.
- 3.7 The 2025 IDP Update is a supporting document to the Local Plan providing further detail on the infrastructure that will be delivered, and what will be needed for future growth.

Climate Change

- 3.8 The Council declared a Climate Emergency in June 2019 and is committed to meeting the objectives set out in the Climate Change Act Environmental and Sustainability Strategy that introduced a legally binding net zero carbon target for the UK by 2050. The Council welcomed this change in UK law and urged the Government to consider all possible ways to bring this target forward.
- 3.9 The Council also made a commitment to review the existing arrangements in place to reduce the Council's carbon footprint; and identify measures towards a goal of making the Council's activities carbon neutral and ultimately zero carbon within the shortest available time frame, setting itself a target of net Zero by 2030. This commitment will be achieved by working with communities and businesses to develop and implement an actionable strategy that will identify the best opportunities for Hounslow to reduce emissions associated with council estate, the social housing stock, and vehicle fleet throughout the borough. Whilst it will be challenging to achieve a net zero carbon target across the borough by 2030, the Council is committed to ensure that any infrastructure improvements required to existing buildings will incorporate energy conservation measures and emerging new developments will only proceed if they meet the requirements of the Local Plan particularly in relation to carbon and energy.

4 Growth within the Borough

- 4.1 Hounslow remains one of the most diverse and productive Boroughs within Greater London. With a thriving employment sector, growing population and external growth pressures such as a potential Heathrow Airport expansion and regional Crossrail connections, development within the Borough over the next 15 years will need to be carefully planned and supported by comprehensive infrastructure growth.
- 4.2 The growth of the Borough will be guided by a sustainable development approach and by embedding the Mayor of London's Good Growth Agenda to ensure the growth is socially and economically inclusive and environmentally sustainable. Development will be directed towards areas which have the capacity to change, including the Borough's town centres, the Great West Corridor and the West of the Borough opportunity areas.

Demographic Growth

- 4.3 To understand the Borough's core infrastructure requirements, it is necessary to be able to predict and understand the projected population growth and its impact. Hounslow's population at the time of the last census (2021) was recorded as 288,181. This is an increase of 34,224 people from the 2011 census with a growth rate of 13.5%. In 2024, the population is estimated to be 301,111 with a projected population level of 320,705 in 2041. This is a growth of 11.2% from the 2021 census.

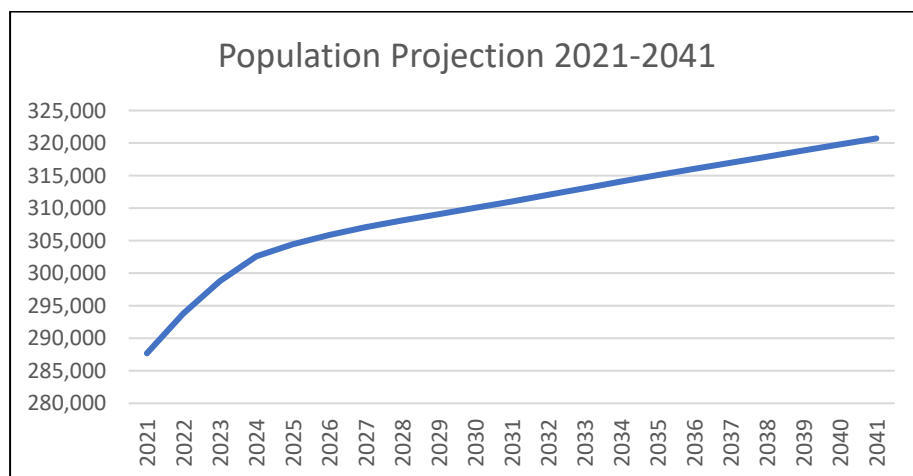


Figure 4.1 Projected Population Growth (source: GLA Datastore)

- 4.4 Projected population growth across the Borough, however, is not uniform with certain areas projected to grow more in population, in part led by residential development predictions. Table 4.2 and Figure 4.3 provide a breakdown of predicted population growth by current electoral wards in Hounslow.

Ward	2021 Estimated Population	2041 Population Projection	Projected % Population Growth 2021-2041
Bedfont	15,224	15,768	3.6%
Brentford East	7,985	9,113	14.1%
Brentford West	9,002	10,701	18.9%
Chiswick Gunnersbury	13,523	15,920	17.7%
Chiswick Homefields	14,379	14,703	2.3%
Chiswick Riverside	10,019	11,287	12.7%
Cranford	15,954	16,830	5.5%
Feltham North	12,259	13,173	7.5%
Feltham West	17,174	17,947	4.5%
Hanworth Park	10,093	15,373	52.3%
Hanworth Village	16,591	17,132	3.3%
Heston Central	13,871	14,526	4.7%
Heston East	11,355	12,442	9.6%
Heston West	14,749	15,102	2.4%
Hounslow Central	11,223	13,580	21.0%
Hounslow East	8,677	10,326	19.0%
Hounslow Heath	16,731	18,399	10.0%
Hounslow South	13,777	14,503	5.3%
Hounslow West	15,577	18,998	22.0%
Isleworth	13,867	14,806	6.8%
Osterley & Spring Grove	14,323	17,968	25.5%
Syon & Brentford Lock	11,326	12,108	6.9%

Table 4.2 Projected Population Growth by Ward (source: GLA Datastore)

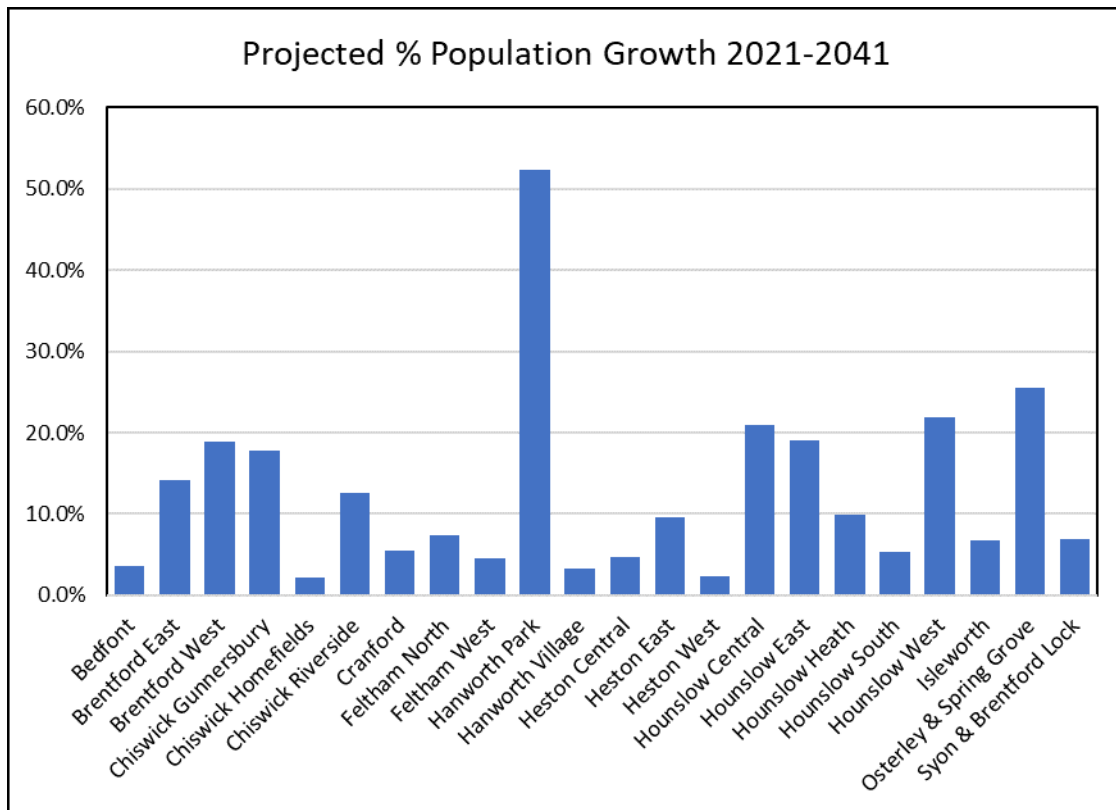


Figure 4.3 Projected Population Growth by Ward (source: GLA Datastore)

- 4.5 Projected population growth and change will also vary in terms of age profiles with a noticeable predicted increase for the over 55 and a predicted decrease in under 16s. Table 4.4 and Figure 4.5 demonstrate the increase in elderly population, while Figure 4.6 tracks the relative decrease in under 16s.

Age Group	2021 Estimated Population	2041 Population Projection	Projected % Population Growth 2021-2041
Aged 14 years and under	55,553	51,188	-7.9%
Aged 15 to 24 years	33,064	33,081	0.1%
Aged 25 to 34 years	45,283	48,197	6.4%
Aged 35 to 44 years	49,901	46,606	-6.6%
Aged 45 to 54 years	39,918	44,001	10.2%
Aged 55 to 64 years	29,890	41,117	37.6%
Aged 65 to 74 years	19,622	30,837	57.2%
Aged 75 years and over	14,449	25,677	77.7%

Table 4.4 Projected % population change by age group 2021-2041: (source: GLA Datastore)

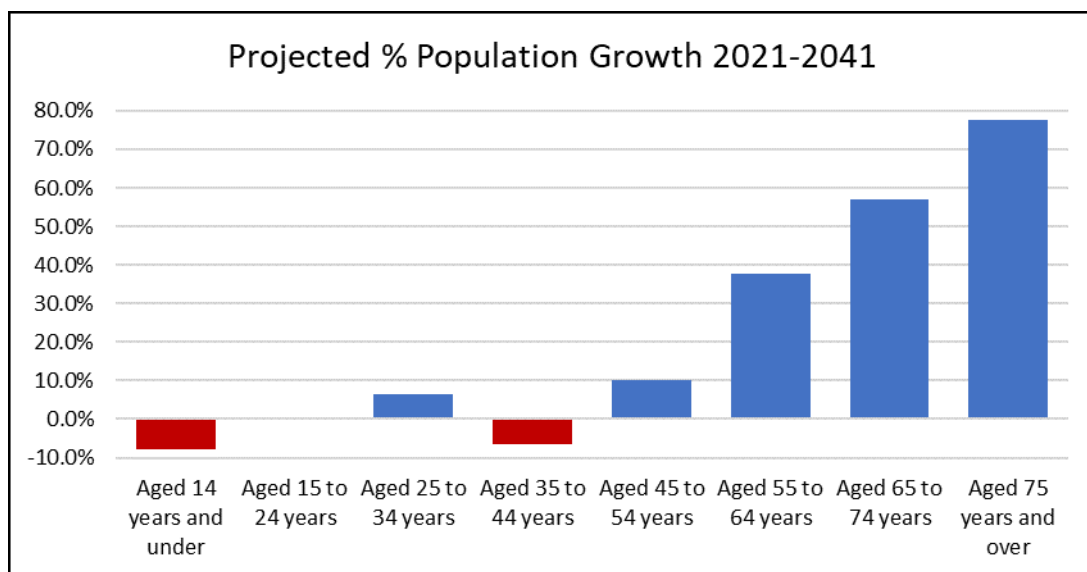


Figure 4.5 Projected Population Change by age Groups (source: GLA Datastore)

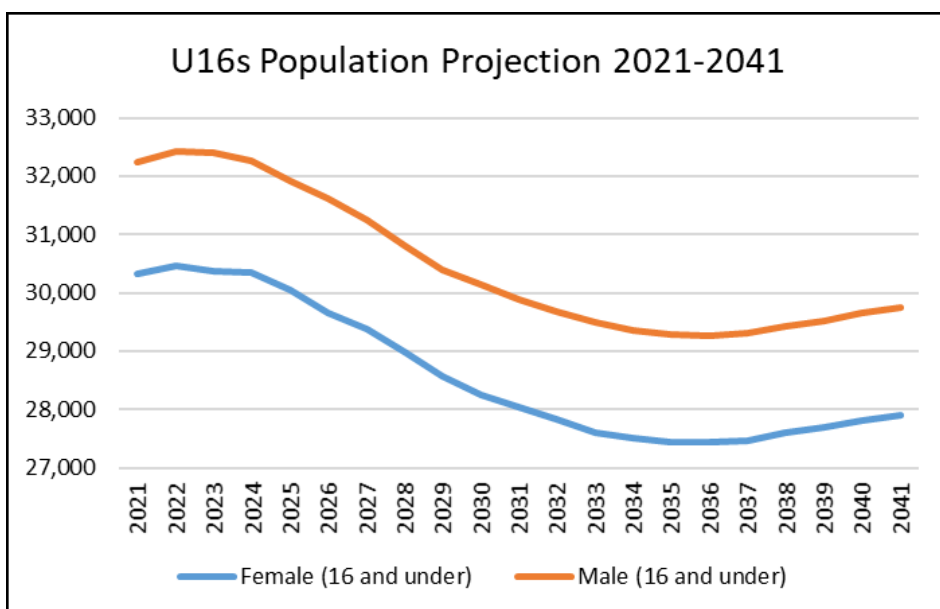


Figure 4.6 Population projections 2021-2041 for people aged 16 and under (source: GLA Datastore)

- 4.6 Geographical increase and demographical changes are factors to be taken into account in planning for the borough's infrastructure requirements over the lifetime of the Local Plan.

Inclusive Growth

- 4.7 Inclusive growth can be defined as growth that combines increased prosperity with greater equity. Infrastructure is a key lever to create opportunity and direct the benefits of prosperity towards areas of greatest need.
- 4.8 The Council has identified 30 Equality Opportunity Areas (EOAs), based on the latest evidence of deprivation, considering Index of Multiple of Deprivation (2019), Community Needs Index (2023), and Households with Multiple Needs (Census 2021). This has been clustered into 10 geographic areas in Fig. 4.7.

Access to quality infrastructure in EOAs is likely to be compounded by the challenges of an ageing population and uneven population growth.

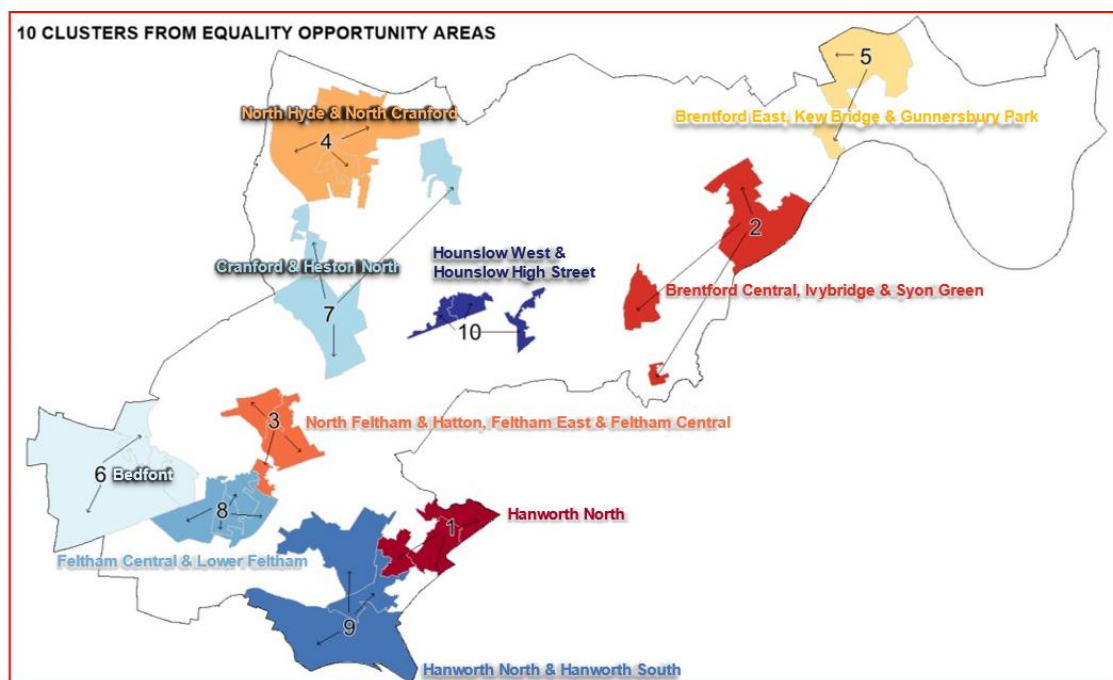


Figure 4.7 Equality Opportunity Areas in Hounslow (source: London Borough of Hounslow)

- 4.9 Within each Equality Opportunity Area, the council is taking a mission-oriented approach to reducing deprivation, focussed on four goals:
- Mission 1: Raising Employment and Average Income to Borough Average
 - Mission 2: Raising Education, Skills, Training and Digital Inclusion to Borough Average
 - Mission 3: Raising Health and Wellbeing to Borough Average
 - Mission 4: Improving Community Safety, Housing and Living Environment to the Borough Average

While infrastructure improvements may support different missions, all can – directly or indirectly – help create fairer access to good jobs and average higher incomes. This alignment is illustrated in Fig 4.8.

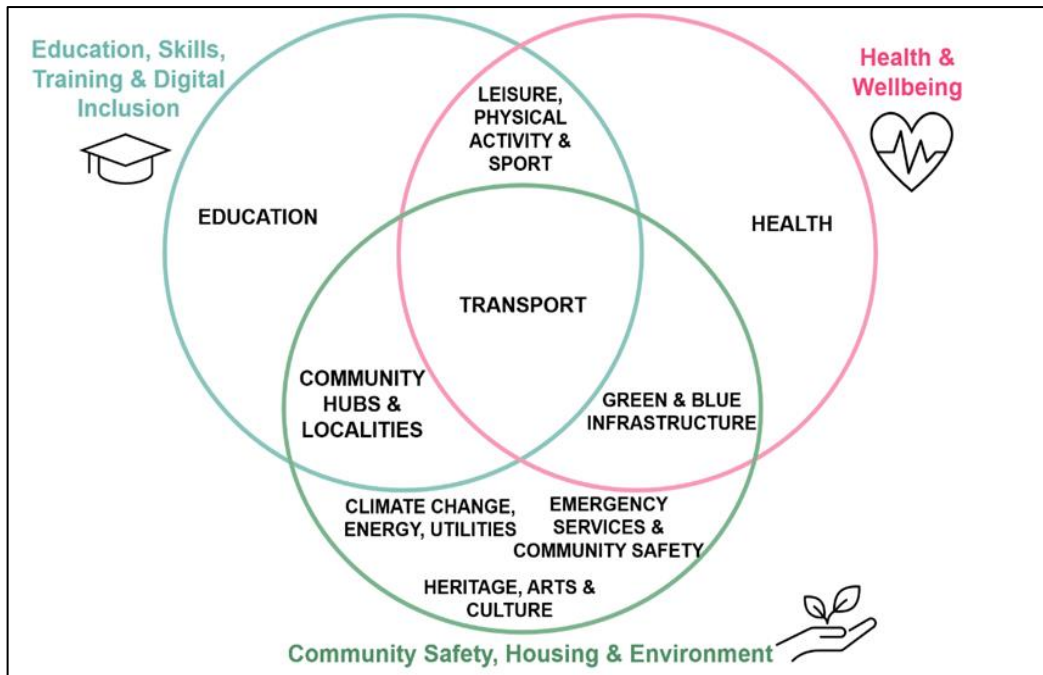


Figure 4.8 Alignment of each infrastructure lever to an equality mission (source: London Borough of Hounslow)

- 4.10 Over the lifetime of the Local Plan, better infrastructure should consider the need for inclusive growth to transform areas of deprivation into areas of opportunity.

5 Infrastructure Requirements

The infrastructure required to support the Local Plan is broken down by the following headings, each with their own assessment in terms of current provision and the requirements to meet future change and growth.

- Climate Change, Energy and Utilities
- Green and Blue Infrastructure
- Leisure, Physical Activity & Sport
- Community Hubs and Localities
- Heritage, Arts and Culture
- Education
- Health
- Transport
- Emergency Services & Community Safety

5.1 Climate Change, Energy and Utilities

5.1.1 The Council declared a Climate Emergency in June 2019 and subsequently adopted the Climate Emergency Action Plan in July 2020. It published the 4th Annual Update of the Climate Emergency Action Plan which reaffirmed three priorities.

- Decarbonisation of Council operations to achieve net zero by 2030
- Influencing a reduction in wider borough emissions
- Making the borough resilient to the impacts of climate change

5.1.2 The Council is committed to delivery of infrastructure in support of the three outlined. The Local Plan is being reviewed to strengthen key climate change and sustainability policies, and planning guidance including the Climate Change Supplementary Planning Document and Character Sustainability and Design Codes Supplementary Planning Document set out the requirements to ensure new developments align with the council's objectives to reduce carbon and emissions and embed resilience and adaptation.

Energy

Current Provision - Grid Capacity Constraints

5.1.3 The current District Network Operators (DNOs) supplying electricity in Hounslow are Southern Scottish Electric Network (SSEN) (98% provision) and UK Power Network (UKPN) (2% provision).

5.1.4 There are Grid capacity and constraint issues impacting the electricity network across west London which in turn is affecting new housing developments and implementation of low carbon energy solutions. This has been in part caused through a rapid influx of requests for new electricity connections across west London from data centre operators who have co-located adjacent to fibre optic cables that pass through the region along the M4 corridor crossing the Atlantic. The scale of electricity demanded by these data centres has created capacity constraints on both the distribution and transmission networks in the region, absorbing remaining electricity capacity in SSEN's West London region for the remainder of the decade.

5.1.5 DNOs are therefore currently unable to meet delivery timelines of new development schemes and decarbonisation projects. If a development requires less than 1MVA solution (energy to power 150 -250 homes) in a year, then it can proceed. However, it will only take effect once SSEN have updated their assets (maximum 3-year wait). Majority of the developments impacted are less than 1MVA. SSEN reports that since the introduction of the new 1MVA threshold, it is estimated that 20 housing or mixed housing/commercial projects, equating to circa 8MVA (or around 1,350 homes) have accepted connection agreements within a short-term timeframe.

5.1.6 Since March 2024, SSEN through collaboration with the National Grid Electricity Transmission (NGET) and the National Electricity System Operator (NESO) have been able to introduce an increase to the ramping allowance per year. The >1MVA ramping solution is available from all 5 affected Grid Supply Points in West London. For schemes to be eligible for the >1MVA ramping solution, the project and its associated electricity demand needs must have been included in SSEN's latest published long

term planning document – the Distribution Future Energy Scenarios (DFES). The >1MVA solution only applies where there is sufficient distribution network capacity in place. Some projects may be unable to immediately connect to the network or take advantage of ramping solutions because they are awaiting necessary distribution network upgrades.

- 5.1.7 Given current limitations that are affecting the ability to accelerate physical infrastructure upgrades, and the fact that the Transmission system is ‘contractually’ at capacity but not ‘physically’ at capacity, the National Grid Electricity Systems Operator (NGESO) has introduced a 5-point plan of tactical initiatives to address the contractual queue and help improve the connections process in the short-term.

Realising Future Growth

Mitigation at a regional level

- 5.1.8 Hounslow is engaging with the GLA who have been convening the impacted boroughs, SSEN and National Grid to better understand the extent of the constraints faced and to set out potential solutions in the short-, medium- and long-terms. Hounslow will continue to engage with the GLA to facilitate discussions with the District Network Operator to unlock Grid Capacity to progress the Council’s house-building schemes. From March 2024, capacity has increased from 1MVA (~150-250 homes) to 10MVA (applying the ramping solution). Hounslow want to seek a change of regulatory approach to allow for proactive queue management, must be brought in as a matter of urgency. Developers in locations adjoining the UKPN area could be encouraged to connect to UKPN through trenching, however this must be considered carefully to avoid disruption, and the ICS can assist with coordination.
- 5.1.9 The GLA have confirmed that since summer 2022, stalled development sites comprising 11,690 permitted new homes have now been unlocked with GLA’s support. This includes stalled sites comprising 3,315 permitted new homes unlocked since March 2024 through SSEN’s deployment of flexibility solutions and the electricity capacity allocation study. Overall, 16,944 permitted new homes in the affected West London boroughs that the GLA are aware of have been unlocked since summer 2022. The GLA’s work has also supported the unlocking of an expansion to an existing hospital, a leisure centre regeneration project, and three TfL EV charging sites.

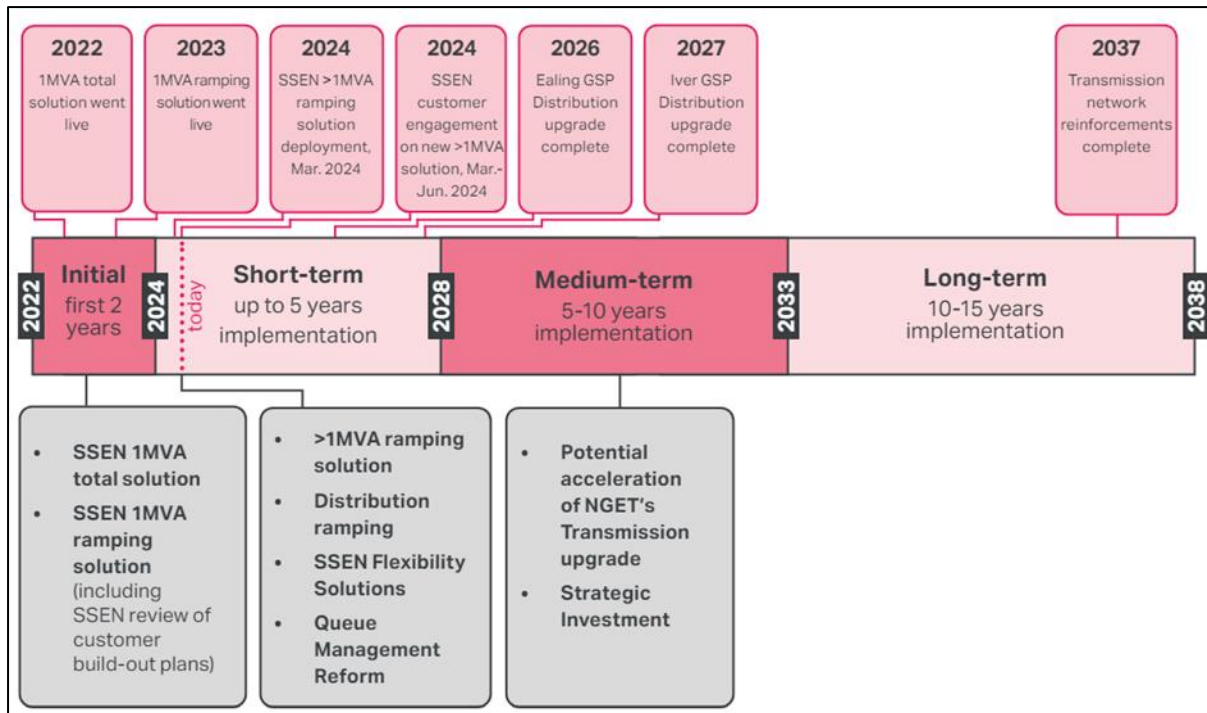


Fig 5.1.1 Timeline of proposed solutions to West London Capacity issues⁵

Source: https://www.london.gov.uk/sites/default/files/2024-03/GLA_March2024_WestLondonUpdate_Checked_March%202024.pdf

Mitigation at a Borough wide level

5.1.10 At a local level, the Council is implementing the following mitigation measures:

- Collaborating with District Network Organisations to ensure the allocation process is informed by robust information related to development consents, starts and completions. This is in part being facilitated by the GLA Infrastructure Co-ordination Service (ICS) through their developer surveys.
- Continuing to assist developers who raise connection issues as having an impact on scheme delivery and directing them to discussing options with the GLA (ICS)⁶
- In collaboration with impacted boroughs seek legal planning advice on how to address data centres. The GLA should consider additional funding to support housing grant funded schemes requiring new energy infrastructure.
- Work with other bodies including private sector, other boroughs, the GLA and developers to develop a joint lobbying strategy on this issue.

Local Area Energy Planning (LAEP)

5.1.11 In 2023, Phase 1 of the West London Local Area Energy Plan (LAEP) was completed. It provides a baseline assessment of the energy system across the nine West London boroughs, including Hounslow, and identified priority intervention areas where significant change is required to meet net zero objectives.

5.1.12 Key findings from the West London LAEP include:

- The electricity distribution and transmission network across West London is under significant pressure.
- The sub-region has an above-average concentration of data centres and large-scale redevelopment projects, which have reserved a substantial share of the area's future available power capacity.
- Peak electricity demand is projected to exceed the available and planned substation capacity (headroom) across West London. This challenge is particularly acute in Hounslow, where substantial transmission network upgrades will be required – a process that is both time- and cost-intensive.
- Approximately 95% of West London's building stock is currently heated by natural gas boilers. To achieve a net zero energy system, widespread replacement with low-carbon heating systems will be necessary.
- The average Energy Performance Certificate (EPC) rating of West London buildings is D, highlighting the need for extensive retrofit programmes to improve energy efficiency and support the transition to low-carbon heating.

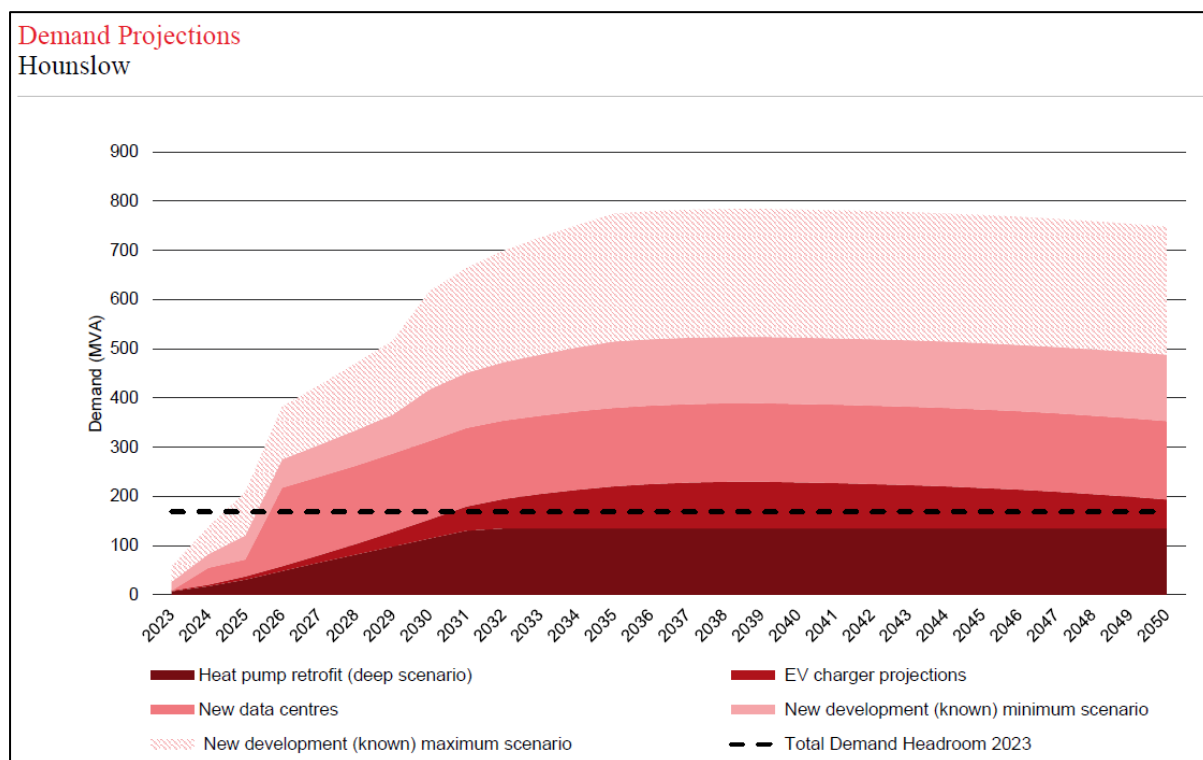


Figure 5.1.2 Projected electricity demand in Hounslow compared to the total primary substation head room available in 2023.

5.1.13 The West London LAEP Phase 1 report outlines several priority intervention areas:

- **Electricity network reinforcement:** Upgrading the network to enable new developments and local renewable energy assets to connect to the grid, and to meet the rising demand from electrified transport and heating.
- **Energy system flexibility:** Incorporating flexibility solutions, such as energy storage and smart electric vehicle (EV) charging, to delay or reduce the need for major grid upgrades while enhancing resilience and managing costs.
- **Decarbonise heat:** Replacing natural gas boilers and other fossil fuel-based heating systems with low-carbon alternatives, including heat pumps and heat networks.
- **Energy efficiency upgrades in buildings:** Improving energy efficiency in buildings to reduce overall energy consumption and minimise the need for network reinforcements.
- **Maximise local renewable generation:** Maximising rooftop solar PV installations, coupled with battery storage, to increase local electricity supply and relieve pressure on the grid.
- **Decarbonise transport:** Transitioning key transport modes in the region to electric alternatives – particularly private vehicles, public transport (e.g. buses), public fleets (e.g. waste collection vehicles), and commercial fleets.
- **Decarbonise major energy users:** Working with large energy consumers to reduce operational demand and alleviate pressure on the local energy network.

5.1.14 Following the completion of the regional Phase 1 LAEP, Hounslow progressed to Phase 2, which developed a local, detailed energy action plan building on the evidence base established in Phase 1. Finalised in Spring 2025, Hounslow's LAEP provides a clear understanding of the nature, scale, pace, and timing of interventions required to enable the transition to a net zero energy system within the borough.

5.1.15 The Hounslow Phase 2 LAEP sets out a prioritised pathway for delivering an optimised, decarbonised energy system. It identifies seven key intervention areas that will be critical in achieving net zero across the borough. Key priority intervention areas that were identified in the report include:

- Scaling retrofit and heat pumps across Council assets and the wider borough.
- Developing heat networks in Hounslow, including progressing Hounslow's Heat Network to commercialisation.
- Supporting the transition of the gas network to low-carbon alternatives.
- Deploying solar PV on council assets and laying the groundwork for widespread PV build out through engagement, policy, and analysis.
- Increasing flexibility by looking at the use of interventions and technologies such as batteries, time-of-use tariffs (TOUTs) and demand side response.

- Accelerating the decarbonisation of transport with a focus on active transport and EV charging infrastructure.
- Optimising data centres through opportunities with heat networks and clean energy technologies.

5.1.16 The Council is working to establish the most appropriate commercial model(s) to attract private sector investment to deliver the council's whole borough climate ambitions at pace for which the LAEP provides a pathway.

Decarbonising the Social Housing Stock

5.1.17 The Council is committed to delivering warmer, more comfortable and cheaper to run homes which will require a significant programme of retrofit. The Corporate Plan and updated Climate Emergency Action Plan has two specified targets for social housing:

- Achieve an EPC rating of 'C' for 60% of the social housing portfolio by 2026
- Achieve an average EPC rating of 'B' across full social housing portfolio by 2030

5.1.18 The Council owns and manages just over 16,800 homes, of which just over 3,250 (19%) are occupied by leaseholders and shared ownership. Of these homes, 31.22% are rated D or lower, with another 64.17% rated EPC C and only 3% are EPC B or above.

5.1.19 The council has made some progress utilising grant funding supported by match funding from the Housing Revenue Account decarbonising social housing stock. The retrofit of 25 social housing properties was delivered under the Social Housing Decarbonisation Fund Wave 1. However, the restrictions of the SHDF grant funding and lack of match funding available to put forward from the Housing Revenue Account prevented funding from being sought in subsequent rounds. Funding to decarbonise non-social housing stock in Hounslow via schemes like LAD and HUG have led to over 250 domestic properties being retrofitted. Due to grant funding criteria, the focus of works undertaken has been on fabric first and demand reduction measures with only limited opportunities for comprehensive deep whole retrofit incorporating low carbon heating solutions and renewable energy generation.

5.1.20 The limited availability of grant funding combined with constraints on HRA capacity to support retrofit mean unlocking much greater levels of private sector investment. This needs to be matched with mechanisms for ensuring resident beneficiaries make fair and equitable contribution to works which benefit their properties and lower their bills.

5.1.21 In addition to the Climate Emergency Action Plan, the HRA Business Plan and Council Housing Asset Management Plan set out challenges and opportunities for retrofit of the social housing stock.

Net Zero Neighbourhoods- A model for at scale neighbourhood retrofit.

5.1.22 Net Zero Neighbourhoods (NZN) feasibility study approved by cabinet in December 2023 is at an advanced stage with outputs expected in early 2025 to make the case for a demonstrator for insulation and installation of decarbonised heat technologies for 500 – 1,000 homes.

5.1.23 The approach is designed to mobilise blended finance, including private sector investment, to deliver place-based climate and community infrastructure, centred around home retrofit. If successful it is a model applicable not just for social housing but also the approximate 95000 additional homes in the borough with residents in a range of tenures.

5.1.24 Feasibility includes understanding:

- How the national net zero neighbourhoods concept translates to local application at neighbourhood level
- How to co-design net zero neighbourhoods with the community to create an attractive and well understood offer that residents will buy in to
- Local and regional supply chain capability to deliver a demonstrator and support scaling across the borough
- A neighbourhood baseline for emissions and community infrastructure to assess potential benefits
- Key requirements of the business case that will be necessary to achieve investor confidence to unlock private sector capital
- Viability of Solar PV and heat pumps including decentralised community energy generation

5.1.25 Should the feasibility study meet the required critical success factors the Council will progress development of a demonstrator at Cranford and Heston, Feltham or Hanworth

District Heat Network

5.1.26 The Climate Emergency Action Plan committed the Council to exploration of a low carbon heat network. Following a feasibility study in 2023, more detailed proposals have now been developed for an initial phase of the network, which is suitable to be taken forward for Commercialisation. These were approved by cabinet in February 2025 and a bid for £10.55m of commercialisation and construction funding has been submitted to the Green Heat Network Fund.¹⁰ Phase one is expected to cost £52m with a total of approximately £500m required to realise the borough wide district heat network potential identified in the Feasibility Study. The first heat on from a phase one network is projected shortly before 2030.

5.1.27 The Feasibility Study identified, as the preferred option, a borough-wide network which would use waste heat from Mogden Sewage Treatment Works and covering Brentford, Isleworth, Hounslow and Feltham, with potential to extend to Heathrow. The proposed Phase 1 scheme would take heat from Mogden sewage treatment works to supply low-carbon heating to Council buildings including social housing and the private sector in Isleworth and Brentford.

5.1.28 This heat network proposal can make an important contribution to the council's own and the wider borough's net zero targets. The proposed first phase will be capable of delivering heat with average carbon emissions of just 45g/kWh, similar to air-source heat pumps, at lower overall cost. This is expected to deliver average savings of 6,690 tonnes CO₂e per year compared to existing gas heating systems, and 1,091 tonnes per year vs. air source heat pumps. This network also has significant potential to expand and provide further carbon savings – the Feasibility Study in 2023 estimated that a wider borough network could save 38,900 tonnes CO₂e/year (compared to gas boilers).

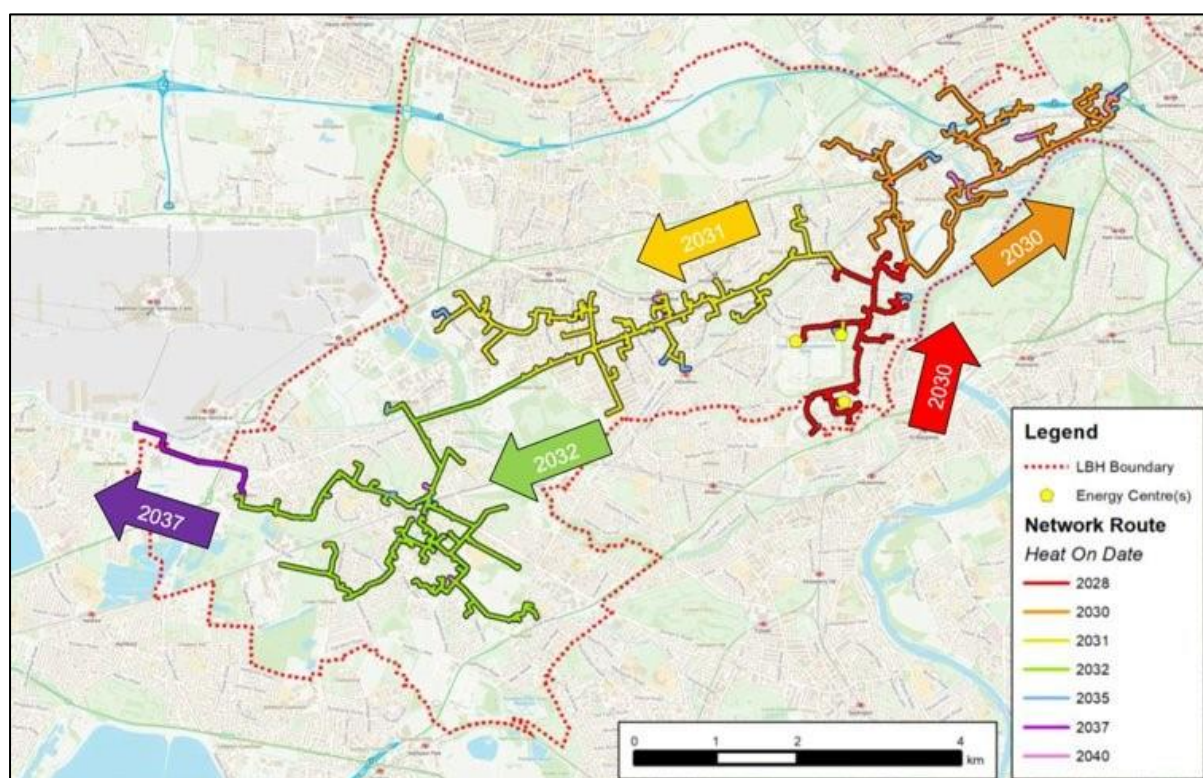


Figure 5.1.3 Proposed heat network route and phasing.

Air Quality

5.1.29 The Council is committed to improving air quality in Hounslow in line with the London Local Air Quality Management (LLAQM) Framework. This requires all local authorities to regularly review and assess air quality in their area, and to determine whether the air quality objectives are likely to be achieved. The Council is working towards meeting air quality objectives under Part IV of the Environment Act 1995.

- 5.1.30 The Clean Air for All capital programme represents a £1.2m investment in improving air quality monitoring in Hounslow and mitigating the impacts of air pollution. Upgrades to automatic monitoring stations, a new sensor network and Clean Air Audits at schools aim to improve understanding of pollution in the borough and reduce exposure.
- 5.1.31 This commitment is incorporated within the Corporate Plan 2022 – 2026, which sets out the Council's ambition to deliver a Healthier Hounslow by improving the Borough's air quality, by providing safe walking and cycling routes and good public transport options.'
- 5.1.32 The Air Quality Action Plan (AQAP) has been produced as part of our duty to comply with the LLAQM Framework. The AQAP outlines the necessary steps we will take to improve air quality in Hounslow between 2023- 2028 and prioritises the need to provide sustainable transport, reduce peak-time congestion, reduce exposure to harmful roadside pollutants, install electric vehicle charging points and collaborate with community groups, regional and national government agencies and businesses that have a significant influence on the Borough's air quality, namely: Transport for London, Heathrow Airport Limited and National Highways. This recognises limits on the powers of the Council to take direct action.

Waste and Recycling

Current provision

- 5.1.33 The Council has a statutory duty under the Environmental Protection Act 1990 and the Waste Regulations 2011 to provide waste and recycling collections from residential properties (120,000). The collection service in Hounslow is provided by Lampton Recycle 360 Ltd.
- At the kerbside (houses) Hounslow has one of the most comprehensive recycling services in London with the range of materials collected far exceeding the requirements of the London Environment Strategy which mandates we must collect the six dry recycling materials: paper, cans, glass, cardboard, plastic bottles and plastic pots, tubs, and trays.
 - Hounslow also provides a separately collected food waste service as well as a garden waste collection option which is not currently mandated.
 - At the communal flats sites (purpose-built blocks), where space permits, the Council has implemented the same mandated dry recycling materials, and we are ahead in implementing a Borough wide communal food waste collection service.
 - Since 2021/22, the Council has introduced a communal food waste recycling collection service to over 24,000 households living in flats across the Borough.
 - All schools in the Borough have been offered a free food waste collection service and we continue to engage with schools in diverting as much waste to the recycling streams as possible.
 - A number of improvements have been made to the facilities at Space Way (the Council's Household Waste and Recycling Centre where residents can dispose/recycle excess waste or larger items), following the significant investment in new offices, weighbridge and welfare space in 2021. The site

now has a standalone CCTV system installed to monitor security and health & safety, new containers, new signage for the separate materials and new traffic management signage. We are introducing a new pedestrian and cyclist access gate imminently and this will improve accessibility for non-car users.

- To support the transition to Circular Economy principles, discussions are underway with the WLWA and community groups to explore the opportunities of a re-use function at the HWRC.

Reduction and Recycling Plan

5.1.34 Adopted in July 2023 by Cabinet, the Reduction and Recycling Plan aims to deliver a reduction in overall waste produced, an increase in recycling and the use of our waste site and a reduction in our waste management systems' environmental impact. The Plan includes a range of programmes and projects with the aspiration to reduce the generation of household residual waste and increasing recycling and composting tonnage and performance with all projects due for completion in April 2026 (previously May 2025).

5.1.35 An updated RRP will be created in April 2026 and we await further direction from the GLA regarding the scope and scale of any new Plan.

Measuring performance

5.1.36 Metrics used: the recycling rate (%), residual waste per household (kg) and collected waste per person (kg). Ultimately, whilst it is important to monitor and improve recycling rates, a reduction in the amount of waste is more desirable when considering the waste hierarchy.

Monitoring performance

5.1.37 Recycling rates

- Hounslow's recycling rate saw an increase from 29.9% in 2019 to 37.5% for Q3 of 24/25.
- England's recycling rate was 43.2% in 2023/24 (Published February 2025), whilst the recycling rate for London specifically was 34%.
- Kerbside (houses) continues to deliver a 52% recycling rate each month.
- Communal high-rise flats increased to an average 14% recycling rate.
- In 2024/25, a waste diversion rate of over 68% was achieved at Space Waye HWRC.

Challenges

5.1.38 Growth - The number of properties in Hounslow has increased from 101,000 (in 2016) to 120,000 (in March 2024). Majority of the growth is a result of communal properties which are served by large, shared bins emptied weekly or more often.

5.1.39 Parking infrastructure - Growth that leads to more deployment of collection crews requires more HGV vehicles. Under statutory regulation each HGV requires its own designated parking space. Any additional vehicles purchased/hired require a parking

space and there is currently no parking space available at Southall Lane Depot. Therefore, development investment in expanding parking at Southall Lane is required to meet collection growth demands, or a suitable alternative parking will be needed from which the business can operate a satellite function.

- 5.1.40 Space Waye - Despite the investment committed by the Council to improve the facilities for residents utilising the site, the trade waste part of the site is deteriorating e.g. potholes, flooding, drainage, ponding, exposed rebar etc. which will cost the Council in capital investment to improve and make the site fit for purpose. Without these improvements the Council is at risk of being subject to enforcement action by the Environmental Agency.

Future provision

- 5.1.41 The Government's Resource and Waste Strategy was published in 2018 and within it the ambition was set to achieve recycling rates. Three types of consultations on packaging reforms took place in 2019 and 2021.

- 5.1.42 In October 2023, the Government published their response to the consultation on Consistency in Household and Business Recycling. This was referred to as Simpler Recycling.

Simpler Recycling

- 5.1.43 Simpler Recycling aims to make recycling easier, improve recycling rates, produce better-quality recycling and tackle environmental impacts of food and plastic waste, including:

- **Simpler Recycling collections** apply to households and non-household premises such as businesses, hospitals and schools in England only. New legislation will mean the service will have to expand in coming years with regards to recycling and food collections, the duty to provide refuse collections applies now for **all** households.
- **Simpler Recycling implementation dates:**
 - 31st March 2025 – simpler recycling for non-household premises (businesses, schools, hospitals etc.)
 - 31st March 2026 – simpler recycling for households in England
 - 31st March 2026 – Garden Waste collection from all households requesting this service
 - 31st March 2027 – micro firms (ten employees FTE or less)
 - 31st March 2027 – plastic film and flexibles collection from all premises and households

Simpler recycling	Materials to be collected	Timescales for premises	Action taken to date	Action required
Dry mixed recycling	Glass packaging (bottles and jars), paper and card, metals (tin, can, aluminium packaging, aerosols) as well as plastic packaging (bottles, pots, tub, trays, cartons, films)	31st March 2025 – for non-household premises (businesses, schools, hospitals) 31st March 2026 – for households in England	Hounslow currently offers a kerbside sort service to households and a communal service to high rise flats (approximately 70% of the borough).	The service also needs to be offered to all non-domestic properties and the remaining circa 30% high rise flats and flats above shops.
			A service has been piloted for flats above shops and did not deliver the desired result.	This now needs to be reviewed, improved and aligned with the Council's new Kerbside Strategy, as well as be compliant with the Highways Act and Disability Discrimination Act. Hounslow may want to consider co-mingled for flats above shops as these properties are currently not serviced.
Introduction of food waste collections for flats above shops, high rise flats and Non-household premises	Includes biodegradable material resulting from the processing or preparation of food, including bones, eggshells, fruit and vegetable skins, and tea bags.	31st March 2025 - Separate food waste collections from non-household municipal premises. 31st March 2026 - Weekly food waste collections from all households. 31st March 2027 - Food waste collection for micro firms.	Hounslow currently collects food waste from all kerbside properties and has been rolling out a food waste service to communal high rise flats and schools.	There is no food waste service provision offered to flats above shops and non-domestic properties such as care homes, public buildings etc. This will involve the Council introducing a new service. Any new service will need to be aligned with the Council's new Kerbside Strategy, as well as be compliant with

				the Highways Act and Disability Discrimination Act. Hounslow may want to consider co-mingled for flats above shops as these properties are currently not serviced.
Garden waste collection	Defined as all organic material from garden except ash, full sized trees, invasive weed, soil, turf cutting and animal waste.	31st March 2026 - Need to collect from households (where it has been requested). LA can charge for garden waste collection (Controlled Waste Regulations 2012). Needs to be reasonable and up to LA to determine what that is. Hounslow currently charges £75.	Hounslow currently offers a subscription-based garden waste service to all properties.	Review current garden waste collection fee. Note that the price will increase with inflation per annum. Review the service offered to residents and reinvigorate the communications campaign.

Table 5.1.4 Actions and Timelines to achieve simpler recycling

Water and Wastewater

Current Provision

5.1.44 In Hounslow water and wastewater facilities are provided by Thames Water. Thames Water uses the growth projection from their Water Resource Management Plan (independently procured in collaboration with 6 water companies for the South East of England) to forecast the level of sewer network reinforcement required. They then use Local Planning Authority data to investigate individual sites as they come forward in the plan.

- 5.1.45 Thames Water are the statutory water and wastewater service provider for the London Borough of Hounslow although a small area to the south-west is served by Affinity Water. Under the Water Industry Act 1991, water companies have a responsibility to provide, maintain and extend the network.

Future Growth

- 5.1.46 Thames Water is currently undertaking a series of strategic water and wastewater infrastructure improvement projects across London to maintain its existing resources, connect new properties to the system and minimise the impacts of wastewater treatment on the area. There are no specific shortfalls identified in Hounslow.
- 5.1.47 As with electricity and gas, connection to water and sewage infrastructure must be provided to new homes and businesses by the developer. The Thames Tideway Tunnel project is the most significant utilities project to be underway during the Local Plan period and will consist of a tunnel through east Hounslow at the most westerly section of the Tunnel. This tunnel does not provide additional wastewater capacity for new development. Any other investment in strategic infrastructure will be provided by Thames Water through the Asset Management Planning (AMP) funding process.
- 5.1.48 Growth in the Borough will also put pressure on the existing flood mitigation infrastructure, including enhancements to the sewerage network to protect against surface water flooding. This infrastructure need is explored in the Flood Mitigation Infrastructure section of this document.

Cost and Funding

- 5.1.49 There are no infrastructure costs identified for water utility provision in the Borough, other than the costs for the Thames Tideway Tunnel, of circa £5 billion. The Tunnel project construction is now completed, and it should become fully operational in 2025.

Telecoms and Digital Connectivity

- 5.1.50 The NPPF states that local planning authorities should support the expansion of digital connectivity networks, including telecommunications and high-speed broadband services. Local authorities should support applications for telecommunications infrastructure so long as the application is supported by the necessary evidence. The NPPF also outlines digital infrastructure limiting actions that are not encouraged, such as imposing Article 4 directions over wide areas to prevent telecommunications development. As stated in Policy EC4 of the Local Plan, Hounslow is committed to enhancing digital connectivity throughout the Borough by supporting and attracting investment into the delivery of full fibre across the Borough which enables the delivery of ultrafast and gigabit broadband services. The Council recognises that access to state-of-the-art digital services are integral to people and businesses of Hounslow which will in turn enhance our strategic commitment to advancing civic inclusivity, promoting a participative society and stimulate the local economy, inward investment and subsequent economic growth.

Current Provision

- 5.1.51 Fixed telecommunications networks which are increasingly fibre infrastructure in nature across the Borough are provided by various private suppliers, including but not limited to: BT, Virgin Media, Vodafone, Community Fibre and Hyperoptic.

Future Growth

- 5.1.52 Telecommunications networks will need to ensure that they capture the digital requirements associated with future developments. Hounslow will work with and encourage infrastructure providers to adhere to the NPPF's guidelines on supporting the delivery of digital infrastructure which will enable gigabit services to be delivered.

Cost and Funding

- 5.1.53 Telecommunications infrastructure within the Borough is subject to commercial funding portfolio. However, the Council is committed to ensuring that where appropriate policies and strategies recognise the need for investment and will ensure that they work with the market to attract this investment.
- 5.1.54 Where appropriate and considered strategically of value, the Council will consider a focused intervention. For example, the Council secured £1.1m external funding through the Strategic Impact Pot for a major extension of the high-speed fibre network, particularly targeting areas affected by persistently slow internet speeds ("urban not-spots") that are located in mandated growth and regeneration areas.
- 5.1.55 Numerous public buildings including libraries and council assets located in such slow-broadband areas have been connected directly (over 70 and target for 100) to the super-fast fibre network. The local TfL stations are currently being equipped with high-speed fibre nodes by TfL as part of its modernisation plans using Local Full Fibre Networks (LFFN) funding. The core benefits for Hounslow are two-fold, the initial network roll out will have a significant impact on council offices and residents. Furthermore, it will open up the market and accelerate further investment in the Borough, as the deployment of this open access core fibre network will make it more cost effective for other fibre carriers and service providers to extend their presence by utilising the new infrastructure as transit.
- 5.1.56 With a view to ensuring all communities benefit from improvements in full fibre connectivity, the Council continues to work with the private sector providers to enable the deployment across its social housing stock (over 80% of Council flats have access to fibre now) and other council assets providing the option for more affordable low-cost broadband for residents to support digital inclusion.

Mobile Communications

- 5.1.57 Mobile communications infrastructure is another emerging technology that is important to Hounslow remaining an attractive area for people to live and work. Mobile infrastructure supports applications beyond the home or workplace and can provide greater convenience for example in the way people travel such as the ability to access smart ticketing which can speed up the drop off and pick-up times on public transport, and 'on-demand' travel information for travel planning.

- 5.1.58 The NPFF sets out the expectation for local authorities to take a pro-active and supportive approach to delivering this infrastructure stating: "Planning policies and decisions should support the expansion of electronic networks, including next generation mobile technology (such as 5G) providing access to services from a range of providers" (paragraph 112).
- 5.1.59 While the Council does not have full control over the delivery of communications infrastructure (as much of this can be carried out under permitted development or prior approval) it is important that the number of sites are controlled and consistent with the needs of the consumer.

5.2 Green and Blue Infrastructure

Overview

- 5.2.1 Hounslow is one the greenest boroughs in London, bordered by the Thames and home to many rivers, streams and water bodies, a significant country park at Bedfont Lakes, the historic Hanworth Air Park, Gunnersbury Park and Boston Manor Park and large areas of semi-rural land stretching from the east to the west. Hounslow's green spaces are classified as either Green Belt, Metropolitan Open Land, or Open Space. Policy GB4 – The Green Infrastructure Network in the Hounslow Local Plan (2020-2041), states the Council will “protect and enhance the green infrastructure networks through the Borough, particularly those identified as part of the Mayor of London's All London Green Grid” (or any superseding framework).
- 5.2.2 The Mayor of London's All London Green Grid (ALGG) is key policy framework that aims to promote the design and delivery of green infrastructure across London. The ALGG contains three Area Frameworks which capture the majority of the green open spaces in Hounslow. These are: The Colne and Crane, The Barnet Plateau and the Arcadian Thames. The area frameworks are focused around blue networks which connect a wide range of green spaces together forming key strategic links for the blue network, accessible routes, open spaces etc.
- 5.2.3 Hounslow also has a strong outdoor leisure and culture offer in the Borough with a significant network of water bodies for recreational and travel purposes, over 160 open spaces including, 30 allotment sites, 9 cemeteries, 4 churchyards, and high-profile heritage sites which include Boston Manor Park, Chiswick House and Gardens, Syon Park, Gunnersbury Park and Museum, and Hogarth House.
- 5.2.4 Green and blue spaces along with leisure, sport and cultural facilities are vital to creating a healthier, active Borough where all residents have access to outdoor space, and cultural facilities. Parks & open spaces also offer opportunities for nature-based solutions to mitigate the effects of climate change whilst also increasing opportunities for biodiversity and resilience. In November 2022, the Council adopted the Green and Blue Infrastructure (GBI) Strategy with key aims to identify and assess the existing GBI in the borough, identify areas of deficiency as well as areas of opportunity, and set out mechanisms to deliver new GBI and improve existing GBI. The GBI Strategy highlights the need for delivering healthy and resilient spaces to help improve the physical and mental health and wellbeing of local communities and adapt and mitigate against the effects of climate change. The 2023 Nature Recovery Action Plan (NRAP) sits under the GBI Strategy and identifies the key actions and priority projects for delivering a green and resilient future. In effect, the GBI Strategy and the NRAP seek to deliver on several of the Council's six strategic priorities including Greener, Healthier and Cleaner Hounslow as set out in the 2022 Corporate Plan 'Ambitious for Hounslow'.

- 5.2.5 The corporate strategies and the corporate plan identify the importance of delivering a high-quality environment and green infrastructure for our residents. The Council alone cannot bring about the changes that are required to effectively tackle climate change and improve our community spaces, environments and urban spaces. A unified approach is necessary to effectively engage all to play their part in achieving these ambitions.
- 5.2.6 Parks, open spaces and leisure and recreation facilities across the Borough are in need of investment to refurbish and expand the infrastructure in order to improve utilisation and increase access and participation. In many areas green and blue infrastructure is reaching its functional lifespan and will need improving if it is to fully serve current and future residents.
- 5.2.7 Whilst the green infrastructure in the borough is of good quality there is an ambition to develop this further from increasing on the current number of street trees, developing wildflower areas and nature reserves, improving our green spaces further to greening our grey infrastructure across the urban environment. This presents the borough with a significant challenge as we balance the need for housing developments and highway infrastructure improvements with the need for greening; or indeed to look to develop initiatives and controls that ensure all these often-competing priorities are balanced.

Green Infrastructure - Supporting Opportunity Area Growth

- 5.2.8 The Great West Corridor (GWC) area is well served by green spaces such as Boston Manor and Syon Parks; however, access is limited. A primary focus in the GWC Opportunity Area is to improve the quality of existing open spaces around the GWC and improve access and connections to local green and blue spaces, including Gunnersbury Park, Syon Park, Boston Manor Park, the Thames and the River Brent/Grand Union Canal. There are also key developments underway to improve parks and heritage sites, including planned improvements to Duke's Meadow sports and recreation facilities. The Council also invested in the regeneration of Gunnersbury Park in collaboration with Ealing Council which saw the delivery of a new sports hub in 2021 and major improvements to the park and its amenities.
- 5.2.9 There are also several plans to improve parks in the western part of the Borough within the Heathrow Opportunity Area to accommodate the substantial growth projected by the Local Plan 2020-2041. In addition, the Colne and Crane Valleys Green Infrastructure Strategy is set to deliver: high quality and diverse open spaces for local and regional communities; improvements for wildlife including the areas designated as regionally, nationally and internationally important; and resilience to climate change.

5.2.10 Other projects include the Feltham Parks Masterplan connecting open spaces, such as the Feltham Arena, Blenheim Park, Glebelands Playing Field and Feltham Park into a contiguous and joined-up green space that functions as a whole in order to increase pedestrian and cycle connectivity and reconnecting Feltham Green with its High Street location through improved access and facilities. The masterplan also includes a number of improvements to tackle issues such as connectivity, anti-social behaviour in parks, poor lighting, and absence of park furniture and a lack of community events hosted in Feltham parks. Phase 1 of this project has been delivered which included the restoration of public realm connecting five key parks, refurbishment and installation of access, paths, play and recreation refurbishment. Phase 2 will focus primarily on the improvement to sports recreation infrastructure. A number of other masterplans are also in process and planned to integrate the green infrastructure into a wider cultural, heritage, leisure and health and well-being offer including:

- Redlees Park
- Beaversfield Park
- Bedfont Lakes
- Feltham Parks
- Feltham Green
- Hanworth Air Park
- Dukes Meadows
- Hounslow Heath

Parks, Open Space, and Play Areas

5.2.11 Parks and open spaces have an important part to play in creating healthy active communities; they provide spaces for play and recreation, active travel and can positively impact community cohesion and health and well-being. It is widely understood that access to high quality and accessible green spaces supports residents of all ages to lead active and healthy lives. With the introduction of more creative places and better connectivity we can enable the wider population to be more active in freely accessible environments.

Current Provision

5.2.12 Currently, the percentage of the Borough classified as Green Infrastructure is estimated to be 43.28%. According to the Ordnance Survey Open Greenspace (2020), Hounslow ranks 19/35 (with 1 being the worst) on Green Space Accessibility in London across three combined variables (average distance to nearest green space, average size of nearest green space and total number of green spaces). Within the Borough, the Heston West ward is ranked the worst in terms of Green Space Accessibility across the same three combined variables.

5.2.13 Currently, there are over 160 open spaces in the Borough that are owned and actively managed by the Council's parks and open spaces service, covering 581 hectares of land.

5.2.14 As stated in the Hounslow GBI Strategy, Hounslow has more open spaces than the London average; however, Council spending on parks and open spaces is in the lower quartile at £7,150 per hectare. This has resulted in a varied quality of spaces across the Borough. The West Area contains the greatest number of low-quality open spaces, followed by Heston & Cranford and Chiswick. This is particularly an issue in Heston & Cranford and Chiswick, where the low provision of open space means there is likely to be a high intensity of use by residents.

- 5.2.15 There are currently 48 play areas in the Borough. The London Plan highlights the importance of play and informal recreation for children and young people essential for a child's welfare and development, aiming to provide inclusive, accessible and safe play spaces across London. According to the Mayor of London's standard for London, a minimum of 10 m² of dedicated play space per child is required for each new housing development. Alongside Shaping Neighbourhoods SPG guidance, Play England's Design for Play provides information for creating imaginative, innovative and stimulating play spaces. It suggests that designs should be cognisant of space and form and create opportunities for children to explore a range of different movements without always providing conventional equipment.
- 5.2.16 There is also a limited provision of skate park and BMX practice facilities that will need to be developed in Hounslow.

Future Growth

- 5.2.17 Given the significant relationship between health, climate and green spaces in the urban environment some key actions can be identified to improve quality and proximity in order to enhance access and use. To accommodate the population growth expected across the Borough parks, open spaces, and play areas will need to be continually maintained and improved. Enhancing the quality of parks and open spaces and improving resident access to encourage healthy, active lifestyles and infrastructure provision is critical to promote such offer.
- 5.2.18 In relation to play, the borough needs a continuous investment programme for further growth in order to keep a modern offer that can stimulate participation and encourage the use of the 48 play areas in the Borough. The development of a state-of-the-art skate park and BMX track also needs to be considered as part of this growth.
- 5.2.19 As per general parks infrastructure, there is a need of a continuous investment in paths refurbishment, fences, furniture, and signage that can keep parks and open spaces attractive and increase participation.

Cost and Funding

- 5.2.20 In 2018, the Council upgraded 6 play areas in order to improve access to safe, well designed informal recreation and responding to statistics charting a rise in child obesity. The Council had also implemented savings in the parks budget; therefore limiting the budget for required improvements, repairs and maintenance. The Council now has an active capital programme of up to £5 million to invest in parks and open spaces plus section 106 and CIL funding.
- 5.2.21 Masterplans are being developed for implementation in order to respond to the needs from the current Local Plan. Infrastructure in parks and open spaces is dated and requires serious investment in relation to play and recreation facilities, fences, wall, access, paths and benches; and investment has been identified in the asset infrastructure survey to bring the infrastructure back to an acceptable level. Funding is required to implement these across the borough.
- 5.2.22 The Parks management contract is delivered through the Council-owned trading company Lampton Greenspace.

Allotments

5.2.23 Policy GB8 of the Local Plan (2020-2041) - Allotments, Agriculture and Local Food Growing - encourages the continued use of allotments and agricultural land, and promote new, innovative local food growing uses within green and other spaces. Allotments promote healthy and active lifestyles and encourage community involvement.

Current Provision

5.2.24 Allotments are an important resource and are recognised as assets to improve health and wellbeing and promote skills and social inclusion. Hounslow has a total of 30 allotments (listed in Table 5.2.1).

Area	Locations		
Chiswick	Dukes Meadows	The Promenade	Chertsey Road
	Thames Road	Burial Ground	Manor Gardens
Isleworth/Brentford	Staveley Road		
	Wellmeadow Road	Syon Park Gardens	Cole Park
Central Hounslow	Church Walk	Worton Road	
	Stanley Road	Gainsborough Gardens	Hounslow Avenue
Heston/Cranford	Inwood Road	Sutton Lane	Pear Tree
	Barnes Farm	Westbrook Road	Waye Avenue
West of Borough	Fernside Avenue	Hatton Road	Snakey Lane
	Saxon Avenue	Church Road	Viola Avenue
	Faggs Road North	Faggs Road South	

Table 5.2.1 Allotments Locations

Future Growth

5.2.25 As the Borough's population grows, there is increased usage of allotments, as well as an increase of development pressure on allotment sites. The Allotments Strategy notes that in general there is limited capacity at existing allotment sites as current waiting list vastly exceeds the vacant plots. Infrastructure of allotments is also dated and there are serious issues with water pipes, fencing and access which will require continuous funding for the improvement programme to maintain a level of service and provision needed in the Borough. The council is exploring and supporting other food growing initiatives through Grow For the Future.

Cost and Funding

5.2.26 Allotment concessions are only available to those who are residents within the Borough. Operating costs are mainly due to water charges and grounds maintenance costs and the income does not offset management expenditure. In order to continually increase the quality of infrastructure an investment of over £2,500,000 is needed to improve water provision, security with fencing and gates, access through pathways and the restoration of plots that can decrease the waiting list.

Cemeteries and Churchyards

Current provision

5.2.27 The Council's cemeteries service covers 28ha of land comprising 9 cemeteries and 4 churchyards with over 38,000 headstones and memorials. Within the cemetery service there is provision for various types of burials, reflecting the diverse faith groups in Hounslow.

Cemeteries open for new burials	
Bedfont Cemetery	Hatton Cemetery
Borough Cemetery	Hounslow Cemetery
Chiswick New Cemetery	
Cemeteries/Churchyards closed for new burials, but existing graves can be re-opened	
Feltham Cemetery	All Saints Churchyard
Isleworth Cemetery	St Leonard's Churchyard
New Brentford Cemetery	St Nicholas Churchyard
Chiswick Old Cemetery	St Mary's Churchyard, Bedfont

Table 5.2.2: Cemetery provision in Hounslow

Future Growth

5.2.28 Hounslow cemeteries and churchyards need investment and modernisation. The Cemetery Strategy (2019 - 2029) reflects the key stakeholder priorities to meet current needs, help shape the future direction of the service, determine future spend priorities and incorporate the differing needs of cemetery services within our borough across diverse local communities and faith groups. The Cemetery strategy states that there is critical demand for future Muslim burial space as the current Muslim designated areas will be at full capacity within 21 years, while it will take 190 years for all cemeteries to reach capacity within Christian/other faiths' burial spaces. The strategy explores ways in which the Council can be resilient to future changes such as demographics, religious values and finance which will likely have an impact on the way the Council delivers the services.

Cost and Funding

- 5.2.29 The indicative cost for the implementation of the Cemetery Strategy and needed infrastructure improvements are £2,000,000. This figure may increase as the Council scopes out the key deliverables to modernise and futureproof the cemetery service, especially in terms of responding to the pressure on the service due to seasonal fluctuations and in the event of a pandemic and bring the ageing infrastructure to an acceptable condition.

Green Belt and Metropolitan Open Land

Overview

- 5.2.30 Hounslow Borough contains approximately 1,220ha of Green Belt land. It predominantly occupies land to the east of Heathrow along the M4 and A4 corridors; open land surrounding Feltham and along the Crane Corridor; and on the south western fringes of the borough between Feltham and Spelthorne district.

Current Provision

- 5.2.31 In 2015 the Council commissioned consultants ARUP to undertake a Green Belt Review, and this formed a two-stage assessment: Stage 1 was published in 2015 and Stage 2 was published in 2019. This study analysed the role that green belt land played within the Borough and assessed its performance against the green belt purposes as set out in the NPPF. This study was carried out prior to the publication of the 2024 version of the NPPF, which introduced a new policy approach to Green Belts which included the concept of 'grey belt' and the 'golden rules'. The study was carried out in compliance with the previous version of the NPPF which applied at the time, and this continues to be the framework which the plan is tested against, under the transitional arrangements for the latest version of the NPPF.'
- 5.2.32 The Green Belt review recommended that the Council gives further consideration to a small number of sites which perform moderately or weakly against Green Belt purposes and which may have potential to accommodate additional employment or housing development, where exceptional circumstances can be demonstrated. The Council has carried out an assessment of exceptional circumstances based on strategic and site-specific factors and considers that exceptional circumstances have been demonstrated justifying Green Belt release in a number of instances. These are in order for the borough to meet the requirements for new industrial floorspace, in particular to meet the needs of the transport and logistics sector in the vicinity of Heathrow Airport, and two sites to meet the specialist housing needs of Gypsies and Travellers and Travelling Show People.
- 5.2.33 As a result, Green Belt boundaries are being altered as part of the review of the Local Plan, with some sites released for development.

Future growth

- 5.2.34 Sites recommended for removal from the green belt and allocated for development represent 3.8% of land de-designated for development, and their release will help to ensure there is sufficient land available to meet the Borough's employment land demands, that are particularly acute within the West of the Borough, close to Heathrow Airport. Where land is proposed for release for development, the Council will work closely with developers to ensure that green spaces are retained, enhanced and expanded where possible as the area grows. Contributions through s106 and CIL will be sought from any development of the proposed de-designated green belt land, for employment sites. This is especially integral to West of the Borough sites proposed on green belt land such as land at Hatton Fields.

Costs and Funding

- 5.2.35 The Council would work with land holders of Green Belt land to assess the viability of development or reclassification. The Council would seek contributions from development taking place on former Green Belt land to be used to support and improve existing open spaces in the Borough.
- 5.2.36 This is in particular to meet the government policy on 'compensatory improvements' to the Green Belt. This policy has been set out in the NPPF and in planning practice guidance. It states that, when conducting a review of the Green Belt, local authorities should set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Such improvements could take the form of enhanced green infrastructure, woodland planting, landscape and visual enhancements, improvements to biodiversity and enhanced walking and cycle routes. The requirement for compensatory improvements to existing Green Belt is not included in the latest version of the NPPF, published in 2024. However, it was in place in the previous version of the NPPF, which is the framework which the plan will be tested against, under the transitional arrangements for the new framework. The policy therefore continues to be relevant for the emerging plan.

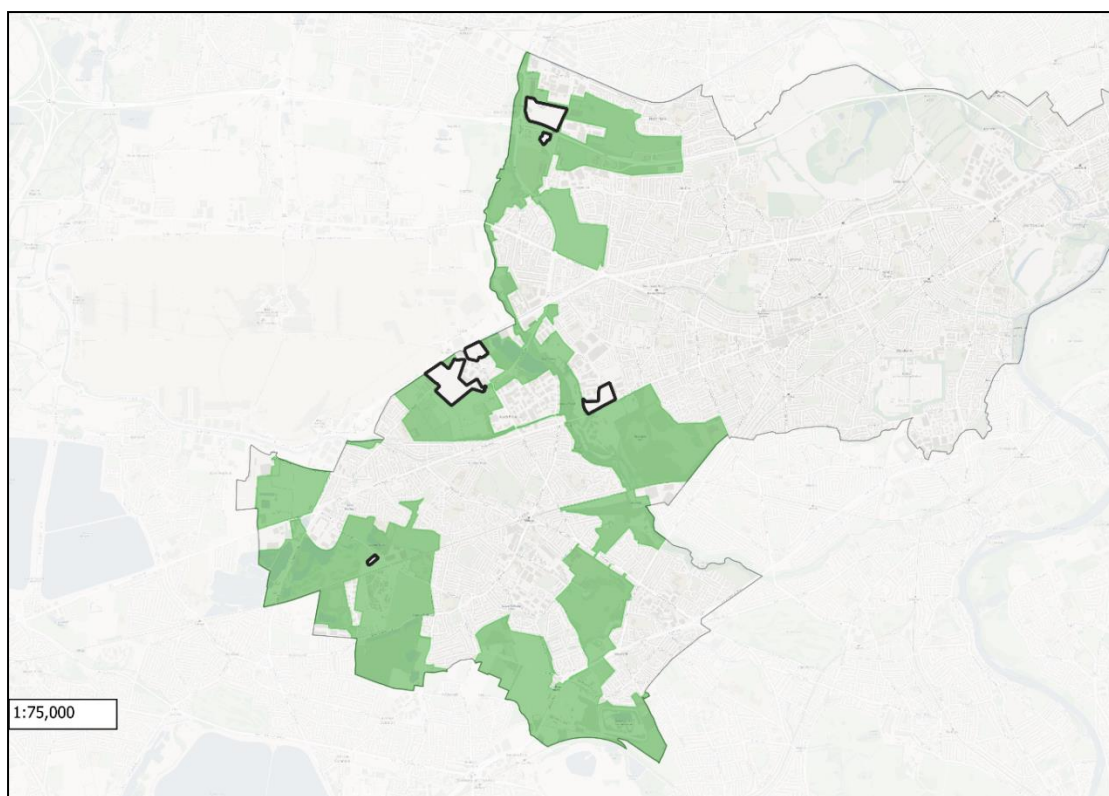


Figure 5.2.3 Area of land released from the Green Belt (totalling 44.81ha)

Limited Green Belt Release

5.2.37 In Hounslow's case, the Colne and Crane Valleys Green Infrastructure Strategy, was published in September 2019. The Council considers that this is a key document for identifying compensatory improvements, as it identifies a range of projects which have the potential to enhance the quality of the land remaining in the Green Belt, including its accessibility and environmental quality. These projects, which can be found within the Infrastructure Funding Schedule, focus particularly on accessibility enhancements in the Crane corridor.

5.2.38 In order to help complete or deliver these projects, the Council will include a requirement in the Local Plan review that, where Green Belt releases are proposed, contributions towards the enhancement of remaining Green Belt land will be sought from development proposals on de-designated Green Belt land. The Council will draw up further detailed mechanisms for defining, calculating and securing the contributions from development proposals, along with a strategy for delivering the improvements, and this will be set out in a future supplementary planning document.

Biodiversity

Current provision

5.2.39 Due to the size and fragmented landscape of Hounslow, it is difficult to exactly gauge the extent of the wildlife resource in the Borough. However current estimates suggest that Hounslow has an estimated 954 ha being managed either wholly or partly for nature conservation. At present, the following are Designated Nature Conservation Sites within Hounslow:

- 1 site that has been designated as The Southwest London Waterbodies Special Protection Area (SPA) and Ramsar site: Kempton Park Reservoir. This site is formally designated by the Secretary of State.
- 2 Sites of Special Scientific Interest (SSSI): Syon Park Tide Meadow and part of Kempton Nature Reservoirs. These sites have been designated by Natural England who assesses the condition of SSSIs.
- 10 Local Nature Reserves (LNR) which are designated by Natural England. In the borough there is approximately 163 ha of LNR, the largest being Hounslow Heath; and
- 47 Sites of Importance for Nature Conservation (SINC) across four grades of importance:
 - o 11 Sites of Metropolitan Importance;
 - o 14 Sites of Borough Importance – Grade I;
 - o 11 Sites of Borough Importance – Grade II ; and
 - o 11 Sites of Local Importance.

5.2.40 Local Plan Policy GB7 - Biodiversity seeks to protect and enhance the London Borough of Hounslow's natural environment and seek to create new gains in the quantity and quality of the borough's biodiversity through taking a nature recovery network approach.

Future Growth

5.2.41 This is not a definitive list of nature conservation sites in Hounslow, but rather a list of sites where the wildlife value is of primary importance or is a very important facet of that land. Many other locations will have other primary functions but will have significant incidental wildlife interest such as parks, open spaces, allotment sites, orchards and individual domestic gardens.

5.2.42 Currently there are management plans and stewardship agreements in place for a number of SINCs across the borough. Management plans for specific sites help to bring rigor and clarity to managing a range of potentially conflicting or resource demanding requirements within a defined area.

5.2.43 Over the years, the Council in partnership with community groups and landowners of SINCs has invested significant amounts of investment in order to deliver the targets and actions outlined within the Hounslow Biodiversity Action Plan (BAP) and SINC management plans. Funding was sought from stewardship agreements, external grants, Section 106 agreements and use of existing resources.

5.2.44 The Nature Recovery Action Plan is a continuation of the BAP, taking forward actions that remain ongoing from the BAP. Going forward, if we are to continue to enhance and conserve the habitats and species across the Borough's nature conservation sites, then external funding additional to what is already available will need to be sought. Continued partnership working with community groups and landowners, will ensure that any funding accessed from external agencies will be used to deliver as many targets and actions as possible outlined within the NRAP.

Blue Networks

Overview

5.2.45 The Borough has many waterbodies within its boundaries: The River Thames, the River Brent, the Crane River, the Longford River, the Duke of Northumberland's River and the Grand Union Canal, in addition to multiple tributaries and water bodies which all form part of the ALGG area frameworks. 5.2.44 The Council works closely with partners to ensure that the Borough's water bodies are protected from adverse development impacts, that they are accessible, and that the risk of flooding is minimised. As flood risk mitigation is within the Council's infrastructure scope it is the focus of this section.

London Green Grid in Hounslow

Current Provision

5.2.46 The River Crane is part of the All-London Green Grid Strategic Area Framework 10 titled: River Colne and Crane. The River Crane flows through the Crane Corridor which emerges into the Borough from the London Borough of Hillingdon (where it is called the Yeading Brook) by the Grand Union Canal at The Parkway (A312) in Hayes and runs for approximately 8kms via Cranford, Hatton, Feltham and Hanworth, before existing the Borough through Crane Park by the Great Chertsey Road (A316). It re-enters the Borough by the Chertsey Road (A316) at Cole Park, near Twickenham, where it forms the administrative boundary between Hounslow and Richmond Boroughs, and flows for a further 1km or so before entering the River Thames just upstream of Isleworth Ait. The upper section retains a relatively natural landscape appearance for most of its length with a combination of wooded and wet meadow margins with flushes, seasonal ponds and water-filled ditches, topped-up by the river during periods of high rainfall. Sections of the riverbank have been canalised, for example, at Cranford Park and elsewhere, where timber revetments prevent natural erosion and deposition and thereby constrict the otherwise meandering river course. The Crane corridor connects to the Thames Path National Trail to the south of Isleworth. The River Crane links together a series of parks, recreation grounds and open spaces neighbouring the corridor and includes seven of the landscape character zones identified by Natural England.

5.2.47 The Duke of Northumberland's River and the Longford River are two artificial waterbodies constructed in the late 1530's and 1630's respectively. The Duke of Northumberland's River was cut to provide water from the River Colne to a flourmill in Isleworth; other mills alongside it soon followed. The Longford River was constructed to provide water for the fountains at Bushy Park and the lake in Hampton Court Park. Both waterbodies are also part of the Colne and Crane area framework.

5.2.48 The River Brent is part of the ALGG Barnet Plateau area framework. In Hounslow, it comprises a relatively short stretch of approximately 3 km from the M4 Motorway, close to Osterley Lock, in the north, via Boston Manor, to the river's outflow to the Thames in Old Grand Union Canal.

- 5.2.49 In Hounslow, the River Thames is part of the ALGG Area framework for the Arcadian Thames. It is London's best known natural feature changing from a freshwater river at Molesey into a saline estuary in the east. The river is a valuable amenity to Borough residents and visitors and provides a mode of transport for some commercial and much seasonal leisure traffic. It receives much of our treated effluent and urban run-off and provides a vital wildlife corridor for the migration of wildlife between urban parks and green space. Locally, these areas include; Syon Park SSSI, Duke's Meadow, allotments and private riverside gardens.
- 5.2.50 Local Plan Policy GB5 – Blue Ribbon Network, aims to protect and enhance the Borough's Blue-Ribbon Network, recognising the multifunctional role, rivers, canals, and other waterways play and their potential to contribute to nature recovery and the borough's regeneration.

Future Growth

- 5.2.51 The Crane Valley Partnership is a working group established in 2005 with the purpose of creating a co-ordinated strategic plan that will raise awareness and support appropriate action for conservation, restoration or new approaches to design and management of the Crane Corridor. In 2018 the Partnership commissioned and published the Crane Valley Partnership 2018 - 2028 Strategy in order to guide the planning and governance of the Crane Valley Partnership over the next 10 years to 2028. This document provides a detailed assessment of the current condition of the Crane Valley and provides a future project list needed to maintain the condition of the corridor.
- 5.2.52 The Borough is also working with regional partners to ensure the best outcomes for the Crane Valley through the Heathrow Airport expansion planning through a Colne & Crane Valleys Green Infrastructure Strategy. This is a document which has been commissioned by the Colne Valley Regional Park Community Interest Company, with a steering group including representatives of the Colne Valley Regional Park and the Crane Valley Partnership. It has been prepared by consultants Arup and was published in September 2019.
- 5.2.53 The strategy includes sections covering sub-areas, including for the Lower Crane, which covers a swathe of Hounslow Borough. The overall objective for this area is to create a continuous corridor along the Crane, Longford River and Lower Duke of Northumberland's River for people and wildlife, forging strong connections between local residents and areas of natural and historic landscape including the River Thames and Kew Gardens. Improvement of the environment and connectivity along riverside corridors and key green spaces such as Hounslow Heath, Bedfont Country Park, Hanworth Air Park, Brazil Mill Wood and Donkey Woods is needed, with clear and safe connections to local communities in Hounslow, Feltham and East Bedfont. Primarily the focus should be on restoring safe connections where there is existing severance from road and rail infrastructure, but also with an aspiration to achieve clear waymarked routes from key gateways/ settlements with signage/ tree planting/road crossings. The aspiration should be to achieve continuous pedestrian and cycle routes, where possible off-road, taking opportunities to link existing gaps in provision and with existing trails such as the London Loop and Thames Path.

- 5.2.54 There are opportunities to improve the quality and biodiversity value of existing open spaces such as at Hanworth Air Park and Hounslow Heath with associated restoration of historic buildings and landscape features and potential incorporation of education/ community facilities or farmer's markets. The smaller green spaces are equally important to conserve and enhance, forming key nodes on the green chain of open spaces along the river. There are opportunities to enhance the quality and condition of watercourses through naturalisation and floodplain reinstatement, extending meadow areas and creating/ restoring wetlands. Opportunities for upstream woodland planting and incidental street tree planting can yield important benefits for natural flood alleviation, providing resilience to climate change. Opportunities also include for improvements to the Longford River/ Upper Duke of Northumberland's River such as de-culverting.
- 5.2.55 Proximity to Heathrow Airport and its associated impacts presents even greater need to provide high quality open spaces for restorative mental and physical well-being for nearby communities. The strategic location of the area within the 'Western Wedge' potential regeneration zone presents possible opportunities for funding high quality spaces.
- 5.2.56 The Brent Catchment Partnership is a group of organisations of which the Council is a member. The BCP aims to improve the rivers, brooks and streams within the River Brent catchment by enhancing and improving the watercourse, making them cleaner, more accessible and more attractive, to benefit local communities and wildlife. This will be achieved by developing and implementing projects which are focused on reducing pollution, naturalising the water course, tackling invasive non-native species and creating better opportunities for access and recreation.
- 5.2.57 The "Thames Landscape Strategy" was established in 1994 for the Thames corridor between Hampton and Kew and the Borough is one of the partners. The Strategy works with local groups and communities to develop management and regeneration schemes for the Thames landscape and supports funding activities for these plans.

The River Brent and Grand Union Canal

Current Provision

- 5.2.58 The Grand Union Canal which runs along the northern boundary of the borough and becomes the River Brent as it travels south to meet the Thames, provides a valuable wildlife corridor and a place for recreation and wellbeing, as well as an active travel route for residents and visitors, reducing congestion, carbon emissions and poor air quality in the wider area and supporting people to lead healthier lives. The River Brent and Grand Union Canal link a variety of green and blue spaces from the River Thames, Brentford Lock and waterside, Boston Manor Park to the borough boundary, and beyond including London Playing Fields, Elthorne Park, Glade Lane Park, Southall Recreation Ground, Osterley Park and taking in the Capital Ring and the London Loop.
- 5.2.59 The Grand Union Canal and River Brent provide a flat, direct and green route for walking and cycling and provide close links with the rail, underground and bus network. The route aligns very well with future opportunity routes identified in Transport for London's Strategic Cycling Analysis, with good links on quiet roads to nearby village centres, as well as links to Cycleway 9. The towpath can easily be used for the first/last

mile of journeys and have a positive impact on congestion as well as the health and wellbeing of local people.

5.2.60 Sections of the towpath are currently narrow in places with capacity for surfacing improvements, and many of the bridges and access points onto and off the towpath are stepped, steep, or lack wheeling channels for bicycles. In addition, wayfinding for access to and from the towpath could be improved, including highlighting onward connections and links to other green spaces. The Council works with the Canal & River Trust for towpath improvements.

5.2.61 The towpaths provide a valuable, underused north south link from the heritage and open space assets of Boston Manor House and Park – including sports facilities and the Brent Meander, to the Great West Road and down to the amenities of Brentford High Street.

Future Growth

5.2.62 Significant development is being delivered and planned in the Borough around The River Thames and Brentford Lock Waterside, around the Great West Corridor, and beyond the Borough at Heathrow and the Mayor's Opportunity Areas of Southall. Major employment locations are located alongside the Grand Union Canal and River Brent, including Brentside Business Park, the A4 Great West Corridor, and beyond the Borough boundary in Hanwell, Ealing Hospital, business and industrial parks through Southall, North Hyde, Hayes and beyond to Stockley Park and Heathrow. The link between the new developments, the High Street and key amenity spaces will be paramount.

5.2.63 As the Borough grows, more people will want to use the towpath for recreation and travel. Improvements including resurfacing, wayfinding and improved access points will be necessary in order to accommodate increasing use and connect legibly to the network of walking and cycling routes within and beyond the Borough.

Cost and Funding

5.2.64 The Council is working with the Canal & River Trust to identify the funding needed to deliver towpath and access improvements and is likely to come from a variety of sources. These could include the GLA/TfL, and planning obligations through s106 and CIL funding.

Flood Risk Mitigation

Current Provision

- 5.2.65 Hounslow's Surface Water Management Plan (SWMP), updated in 2021, indicates that there are 423 properties in the borough at risk of flooding from the 1 in 30-year rainfall event, and 3,863 at risk from the 1 in 100-year rainfall event. Change is required as the existing number of properties at risk from flooding, both surface water and fluvial, will increase as the frequency and intensity of rainfall events rises with climate change. The increase in flood risk to properties in Hounslow as a result of rainfall will be compounded by rising sea levels. The planned changes for the Thames Barrier, in response to rising sea levels, as set out by the EA in the update to the Thames Estuary 2100 Plan will mean fewer closes of the barrier in response to fluvial flooding events. This means that flooding will have to be managed better in upstream catchments. Hounslow is within a policy area that will not have its protection increased in line with risk and instead will be required to manage increased fluvial risk in addition to increased surface water flood risk.
- 5.2.66 At the mouth of the River Crane, there is a hydraulically operated automated gate, controlling the flow of rising tides. Downstream of the tidal gate, the riverbanks have been reinforced for flood defence purposes. The River Brent has been canalised between Hanwell and Brentford and is known as the Grand Union Canal, with water levels managed through locks and weirs. Here the Rivers and Canal Trust are the landowner and management body.
- 5.2.67 Surface water flooding has become an increasing issue as areas develop and particularly where they become more densely urbanised and the area of impermeable surfacing increases. Hounslow Council, as the Lead Local Flood Authority (LLFA), has responsibility for the management of surface water (pluvial) flooding. Sustainable drainage systems (SuDS) which manage surface water as close to source as possible are one important method for mitigating the increasing risk of this type of flooding. Private development can make a significant contribution to the management of surface water through the implementation of effective SuDS. Thames Water is responsible for the management of the risk of sewer flooding within the borough. As the company responsible for water and sewerage, they have a duty to inspect maintain and repair their sewers and other drainage assets.

Future Growth

- 5.2.68 Urbanisation and growth are key factors in the increase of flooding risk; not only adding to the problem by covering surfaces with impermeable materials, but also increasing the number of people and buildings likely to be located in flood risk areas. Development management policies should prevent vulnerable development (e.g. housing) from locating in areas of high flood risk; however, this must be combined with sustainable flood risk management infrastructure. Local Plan Policy EQ3, referenced in the Local Flood Risk Management Strategy (2022) covers the requirement for flood risk assessments and sequential and exception tests to guide planning decisions in flood risk areas, along with the need to incorporate the SuDS approval process.

- 5.2.69 In 2018 Hounslow, in partnership with the west London Boroughs of Barnet, Brent, Ealing, Harrow, and Hillingdon, through the WLA commissioned a joint Level 1 Strategic Flood Risk Assessment (SFRA). This document provides the evidence base for ensuring development is steered away from areas identified most at risk from various flood sources, reducing the risk of flooding to its residents and buildings. This document supersedes the Borough's existing SFRA documents and provides a consistent assessment process for development coming forward across West London. This document is intended to be a 'living document' and therefore will be updated regularly.
- 5.2.70 The Surface Water Management Plan (SWMP) for Hounslow was originally published in 2011. The updated SWMP was published in 2021 and identified four basins within which 10 catchments have been defined. Hotspots were defined using the Environment Agency's Risk of Flooding from Surface Water mapping and five of these were recommended as being of the greatest priority for further investigation, which has been undertaken.
- 5.2.71 Other plans and projects have contributed to the identification of opportunities in the borough for flood mitigation works. With funding from the GLA, modelling and mapping was carried out in 2022 to produce a short-list of 27 suitable locations for storage features and five for SuDS adjacent to highways. Based on the analysis and size and type of the recommended feature, indicative costs for construction were provided.
- 5.2.72 An important component of future work will be informed by the requirements for fluvial and tidal flood defences set out in the Environment Agency's Thames Estuary 2100 (TE2100) Plan. The EA has divided the Thames Estuary into 23 areas called 'policy units' to apply appropriate flood risk management approaches to each area. Hounslow falls into two policy units: Hammersmith Policy Unit and Twickenham Policy Unit. In both the Hammersmith and Twickenham Policy Unit areas, by 2050 tidal flood defence owners should a) work with the Council, developers and local infrastructure providers to adapt defences and achieve multiple benefits through proposed development and b) work with the Environment Agency to raise defences where required. In the area covered by the Twickenham Policy Unit the Environment Agency will maintain fluvial (river) defences at their current level, meaning that flood risk will increase. Flood defences will need to meet the recommended future heights set out by the EA, which will require the upgrading of existing, and construction of new, infrastructure. It is recommended by the EA that the delivery of the required defence heights is incorporated into a riverside strategy approach which means raising defences in alignment with environmental and social aims for the riverside.

Cost and Funding

- 5.2.73 Funding from the EA's Flood Risk and Coastal Erosion Risk Management (FCERM) Grant-in-Aid (GiA) programme has been used to progress studies into the catchments identified in the SWMP as highest priority. Feasibility studies have been completed and option appraisal to identify the most suitable option to progress. The amount of FCERM GiA funding available is calculated based on the predicted flood benefits compared to the estimated costs of the project. The nature of the criteria means it is difficult to fully fund smaller scale SuDS projects with EA GiA funding. Where these projects progress to construction, it is expected that some capital funding would be used.

- 5.2.74 The Council has also progressed nine SuDS schemes with funding from the Thames Water Strategic Partnership. This is a 5-year programme of works, in partnership with Thames Water, to deliver SuDS across the Borough to reduce the pressure on the drainage network.
- 5.2.75 Funding sources can be connected to the type of flood mitigation features that are proposed. The Thames Regional Flood and Coastal Committee (RFCC) has made funding available for projects that meet the criteria of a Natural Flood Management (NFM) project and is trialling a SuDS-specific tranche of funding. Funding can also be attached to the geographical context of the project, such as the hydrological catchment that a project would provide flood or water quality benefits to. The Crane Valley Grant programme is such an example, part of Thames Water's Smarter Water Catchments initiative which funds projects in the catchment of the River Crane.

5.3 Leisure, Physical Activity & Sport

5.3.1 There are a range of community recreational facilities provided across the Borough. Policy CI4 of the Hounslow Local Plan (2020 to 2041) outlines the Council's approach to providing and protecting Leisure and Sport facilities across the Borough.

5.3.2 The Council has commissioned a new Hounslow Built Sports Facility Strategy due to be reported to the Cabinet in September/October 2025. The Council will also be seeking to update the Playing Pitch Strategy 2017-2030 for 2026.

Current Provision – Indoor Sport & Leisure Activity

5.3.3 The Council, through Lampton Leisure operates six leisure facilities across the Borough alongside a new Sports Hub facility at Gunnersbury Park on the border with Ealing, managed by Gunnersbury Park CIC. Each offers a range of community facilities including swimming pools, fitness studios, health suites, cafés, child minding facilities, and outdoor pitches.

Council Run Sites	Facility	Year Built
Brentford Fountain Leisure centre	<ul style="list-style-type: none"> • 100 station gym • 8 court sports hall • Activity hall • 6 lane 25m x 15m pool • 20m x 15m leisure pool • 1 main studio • 1 spin room • 3 glass-backed squash courts • Café • Soft play 	1987 Refurbished 2009
Osterley Sports and Athletics Centre	<ul style="list-style-type: none"> • 8 court sports hall • Outdoor running track • Athletics field • Outdoor gym 	2011
New Chiswick Pool	<ul style="list-style-type: none"> • 54 station gym • 6 lane 25m x 12m pool • 2 studios 	Built 1990 / Refurb 2018 Changing room refurb 2003
Isleworth Leisure Centre and Library	<ul style="list-style-type: none"> • 45 station gym • Activity hall • 6 lane 25m x 14.6m pool • 3 lane 25m x 10m leisure pool • 14.6m x 5m learner pool • 2 studios • Cycle studio • Health suites • Café 	Built 1936 New extension built 1991 Changing room refurb 2011

- 5.3.5 Borough residents can access to Council sport and leisure centre provision in Hounslow, plus similar Council run facilities in adjoining boroughs (see map 5.3.2) In addition other sporting and fitness activity occurs via publicly accessible sports hall provision on local schools, sports club and community provision, and private commercial leisure fitness facilities with swimming pool provision. The general use of these facilities being dependent on hours of access, location, and affordability.

Towards a Hounslow Built Sports Facility Strategy

- 5.3.6 Initial findings from early drafts of the Hounslow Built Sports Facility Strategy being prepared in 2025, indicate, in terms of

(a) **Physical Activity rates**

- Overall Adult participation in Physical Activity is lower than the London and National Average
- Young Peoples participation reflects a similar pattern with above average levels of Obesity

(b) **Quality of Council run Facilities**

- Gunnersbury Park Sports Hub (Excellent)
- New Chiswick; Heston; Hanworth Air Park: (Good)
- Osterley; Isleworth (Average)
- Brentford Fountains (Poor)

- 5.3.7 The assessment of quality of the Council provision being one factor likely to guide future investment in sport and leisure facilities. The Hounslow Cabinet on 14 of October having already given approval to commence community engagement and feasibility work for a Leisure Facility to Replace the Brentford Fountain Centre.

- 5.3.8 However, in assessing current supply and demand there is a need to account for how sporting and fitness activity is spread across non council run venues, including:

- Publicly accessible school sport halls
- Sports clubs and community halls
- Studio space
- Private fitness and Gym facilities (including swimming pools)

- 5.3.9 Another factor to be considered is future prediction of population growth and demand for sport and leisure activity. To this end assessments are being made using the Facilities Planning Model (FPM) in use by Sport England since the 1980, The FPM can assess current and future requirements for swimming pool capacity (measured in sqm or swimming lanes), and for sport halls (measured in sport courts cable of accommodation multi use including badminton, basketball, netball and volleyball.

- 5.3.10 The key highlight tables below draw on the work towards a Hounslow Built Sports Facility Strategy, including the use of the Facilities Planning Model.

Sports/Leisure Activity	Current Provision and Capacity	Future Growth & Provision
Swimming	<p>There are 18 swimming pools in Hounslow across 11 sites, of which five are public use and six commercial. There are no pools at education sites in Hounslow.</p> <p>Hounslow's swimming and leisure centre offer is extensive, with four of the five public leisure centres having both a main pool and at least one second pool. The stock is more modern than most of the pools in the neighbouring boroughs and is accessible. This leads to a high level of demand being imported and met at Hounslow's pools.</p> <p>The leisure centres are available for use by all residents and provide a range of swimming activities:</p> <ul style="list-style-type: none"> • Learn to swim • Casual recreational swimming • Lane and fitness swimming activities • Swimming development through clubs 	<p>Most of the current and future demand for swimming pools in Hounslow can be met by the available supply.</p> <p>Hounslow's swimming stock is more modern than most of the pools in the neighbouring boroughs and is accessible. This leads to high level of imported demand to Hounslow's pools. The new Gurnell Leisure Centre will help meet some of the high unmet demand in Ealing, imported demand to Hounslow pools</p> <p>Demand for swimming pools increases between 2024 and 2040, but the likely increase is much higher in Ealing and Hammersmith and Fulham. Hounslow's is projected to have a 3% increase demand for swimming pools. Demand in Hammersmith and Fulham is projected to increase by 9% and in Ealing by 8%.</p> <p>A re-provided New Brentford Fountain Leisure Centre at a central Brentford Location, currently modelled on 25 m x 15 m main pool and 15 x10 smaller pool, being accessible and beneficial in meeting some of the unmet demand in neighbouring boroughs, especially Ealing.</p> <p>Identified unmet demand of 296 sqm up to 2040 based on Brentford Fountain Leisure Centre Being replaced with an 25m x 15m pool and a 15m x 10m pool, providing a total water area of 525sqm</p> <p>Identified an unmet demand of 296 sqm up to 2040 based on Brentford Fountain Leisure Centre being replaced with an 25m x 15m pool and a 15m x 10m pool, providing a total water area of 525sqm. Therefore, there will be an undersupply of water space up</p>

		<p>to 2040 (Local Plan 2041). Unmet demand is highest in Gunnersbury</p> <p>Estimates of unmet demand may be affected by new supply adjoining boroughs, particularly from the new Gurnell Leisure Centre.</p>
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Table 5.3.3 Swimming Pool Provision in Hounslow

Sports/Leisure Activity	Current Provision and Capacity	Future Growth & Provision
Sports Hall	<p>There are 23 main sports halls in Hounslow across 22 sites.</p> <p>The education sector is the major provider (15 sites) so essential to protect access to these halls for community use out of school time.</p> <p>The demand for sports halls in Hounslow is greater than the accessible supply. The public sports halls are estimated to be completely full in all three runs of the FPM. There is limited scope to increase the hours available for community use at some sites.</p>	<p>The running of Facilities Planning Model has identified an unmet demand of 10.4 courts up to 2040 based on Brentford Fountain Leisure Centre being replaced with an eight-court sports hall. However, this unmet demand modelling does not include the two additional school sites (9 courts in total) and new Reach Academy (4 court), subject to Community use agreements.</p> <p>Greatest unmet demand is west of Hounslow Town centre</p>

Table 5.3.4 Sports Hall Provision in Hounslow

5.3.11 To large extend the sports highlights identified also address generic sport court use including badminton, basketball, netball and volleyball. Although there is identified additional sport courts to address specific sport needs i.e. two additional basketball courts have identified as necessary before 2040. Such specific demand needs to manage in the overall increase in supply overtime.

5.3.12 The following addresses additional sporting and leisure activity, both in term of general and specific demand.

Other Indoor Sport Activity

Sports/Leisure Activity	Current Provision and Capacity	Future Growth & Provision
<i>Health & Fitness</i>	<p>There are 41 health and fitness facilities in the council area. 24 of which are registered membership use, nine are private use, three are sports club / community use and five are play and pay.</p> <p>There are 2,596 stations available across the borough, of which 166 stations are private, meaning there are a total of 2,430 stations available for public use.</p>	<p>There is a high level of fitness and gym facilities in the council area.</p> <p>There is scope for additional supply in a new Brentford Leisure Centre so re-design should look to increase capacity in any Fountains replacement</p>
<i>Activity Halls and Community</i>	<p>There are 18 activity halls in Hounslow, of which nine are accessible by sports club / community use, three are pay and play, five are private use and one is registered membership use.</p> <p>There are five sites that have an activity hall along with a main sports hall. These are Brentford Fountain Leisure Centre, Cranford Community College Sports Centre, Kingsley Academy, Chiswick School and Isleworth and Syon School for Boys.</p>	<p>Future investment should prioritise facilities in areas where there are no main sports halls and in areas of deprivation such as:</p> <ul style="list-style-type: none"> • Cranfield Community College activity hall • Southville Community Centre • Rose Community Centre
<i>Studios</i>	<p>There are 23 studios, of these 11 are registered membership use, five are pay and play, four are private use and three are sports club / community use</p>	<p>There is demand for health and fitness classes and therefore studios. Studios should be considered within new builds or refurbishments to ensure sports hall activities are not occupied by fitness classes.</p> <p>Any future development of investment at Brentford Fountain Leisure Centre needs to consider studio provision.</p>
<i>Gymnastics</i>	<p>There are three dedicated gymnastics facilities in the Hounslow area, these are: Heathrow Gymnastics Club to the west of the borough, Sportac 76 in the south and The Little Gym Chiswick to the east.</p>	<p>No specific additional facilities identified, instead increasing inclusive access with a focus on equality, diversity and inclusion (ED&I) is a priority to British Gymnastics. Along with an opportunity to work with the gymnastics clubs to offer programming for minority groups e.g. disability sessions.</p>

<i>Indoor Tennis</i>	There are three dedicated indoor tennis facilities in Hounslow. These are: David Lloyd Heston in the north, Dukes Meadows Golf and Tennis to the east and Virgin Active (Chiswick Riverside) far east. David Lloyd and Virgin Active are both registered membership use and Dukes Meadows is pay and play.	<p>The LTA stated that there is not a sufficient supply of indoor facilities to meet the current and future demand. However, Hounslow has not been identified as a target location for a new indoor tennis venue.</p> <p>Padel is a fast-growing sport and popular in London. The LTA states that padel court development at leisure centre sites can be beneficial as provision can be tied into other sports facilities. Padel courts are 10mx20m – aligning to badminton courts offering flexible space if interest declines</p>
<i>Squash</i>	There are 24 squash courts in Hounslow across eight sites.	Using England Squash's modelling there is an undersupply of six courts now and nine courts to people ratio up to 2040. However, the current demand for Squash activity is reducing over time.
<i>Indoor Cricket</i>	There are 14 facilities that have some 31 indoor nets for winter training, some of which are regularly used by local cricket clubs, principally through private hire and pay and play, with some specific free school and club access.	Bolder Academy is a key venue in the council area for indoor cricket scope to increase indoor cricket nets from two to four.
<i>Indoor Football</i>	There is one dedicated indoor football facility in Hounslow at the Cranford Super Dome based at Cranford Community College. This is a full size 3G covered astro pitch which is in partnership with Queens Park Rangers (QPR) and Cranford Community College. It provides a facility for QPR's academy and Cranford college students as well as local community activities. It is also suitable for rugby.	No direct new provision identified
Rowing Facilities	There are five rowing facilities (boathouses) in Hounslow, all based on the east of the borough towards Chiswick along the river. These facilities all offer outdoor rowing with some additional provision as mentioned below:	The Chiswick Boathouse at Dukes Meadows has been demolished and currently awaiting plans to rebuild. If rebuilt this will increase the provision to six rowing boathouses in the council area.

	<ul style="list-style-type: none"> • The University of London Boat Club has an indoor gym with a studio of rowing machines and a strength and conditioning coach • The Boat House has a gym with 12 rowing machines • There are plans for The University Boathouse / Quintin Boat Club to build a gym at their facility • The Civil Service Boathouse includes a gym, with cardio and rowing machines • Brentford Rowing Club offers outdoor rowing, canoeing and kayaking. They use indoor rowing equipment at The Green School for boys <p>There are 18 rowing clubs across the five rowing sites.</p>	
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Table 5.3.5 Other Indoor Sports and Physical Activity in Hounslow

Cost and Funding

5.3.13 Although, further work will be undertaken on costings to improve and/or provide new leisure facilities, a new facility to replace the Brentford Fountain Leisure Centre will be circa £45 to £60 Million. A further £10 million being the estimated cost of maintaining the other existing Council Leisure Centres over the lifetime of the Local Plan. Other investment for more specific activity will be considered as required. For example, the Council has made a commitment towards the re-provision of the Chiswick at Dukes Meadow.

Outdoor Sport Facilities

5.3.14 Providing high quality leisure, sport, and play facilities for Hounslow residents is vital to enabling growth and creating active, healthy communities. Partnerships exist with Public Health in raising physical activity levels through the Healthy Hounslow Strategy; Sport England through their Moving Communities programme as well as project-based work with TfL/GLA in relation to walking and cycling routes.

5.3.15 Historically, regular participation in sport across the Borough is lower than the England and London averages, with participation in the east being higher than in the west of the Borough. Although approximately 40% of the land area in the Borough is open space, there are relatively few Council playing pitches in parks and recreation grounds available for clubs, groups and teams to hire (i.e. pay and play pitches). The east of the Borough, in proximity to the GWC (Osterley & Spring Grove, Isleworth, Brentford, and Chiswick) has two large, strategic sites for outdoor recreation and sport, both with access to the river and water bodies:

- Duke's Meadow in Chiswick District on the eastern border with Hammersmith & Fulham; and
- Gunnersbury Park in Brentford District in the southeast, bordering Ealing.

5.3.16 Comparatively, in proximity to the West of Borough (Hounslow West, Cranford & Heston, Feltham, Hanworth, and Bedfont) there are several sport and leisure facilities and cultural organisations including community sports clubs, with The River Crane and Bedfont Lakes Country Park providing access to the Borough's blue network for recreation and leisure purposes.

5.3.17 In addition to the six indoor leisure facilities, two in the west and four in the east, there is the new Gunnersbury Park Sports Hub, situated on the border with Ealing. This provides access to numerous outdoor pitch facilities. There are many school playing pitches that are not currently available for out of hours community use. Over 50 sport sites exist in the Borough including boathouses, golf courses, pitches and tennis courts which are home to a high and growing number of sports clubs who play a crucial role in providing sport and physical activity opportunities.

5.3.18 Small sided and recreational game formats are growing in popularity. Playing pitch sports continue to develop and support new game formats and increase opportunities for informal play outside of traditional leagues or teams. This is in response to the growing role of community sports facility infrastructure and investment in delivering positive outcomes for public health and wellbeing.

Current Provision

5.3.19 The previous Playing Pitch Strategy 2017-2030 identified a range of playing field facilities and activities across the Borough. However, over the last few years, particularly as result of the impact of COVID, it is understood the operational provision will have changed.

5.3.20 The following is a summary of what was known in 2017 regarding sporting activity and playing pitch operations.

Sporting Activity	Pitch/ Sports Activity Provision 2017	Comment
Cricket	14 pitches operational (two non turf)	Pitches predominantly in East of Borough. Historical pitches oversubscribed with additional demand from existing clubs.
Football *	109 pitches all told, within 31 operational pitch sites, including: <ul style="list-style-type: none"> • 69 adult grass pitches • 16 youth size pitches • 22 mini soccer pitches 	New Gunnersbury pitches to add 2 floodlights and 9 Grass pitches. Some pitches identified as substandard particularly those on former land fill or mineral extraction sites.
Hockey	2 major Hockey clubs based in the East of Hounslow with good Artificial Grass Playing Surfaces (AGPs)	Availability and access to other Hockey facilities in adjoining Local Authorities areas.
Rugby	40 Adult Rugby pitches, 8 with floodlights, with 2 additional floodlighted training areas.	Pitches accessed by a number of Adult Clubs (including community-based clubs) and youth teams.
Tennis	24 Tennis court sites	17 located in the east, 7 in the west of Borough
Athletics	1 athletics facility at Osterley Sports and Athletics Centre and a recreational track at Feltham Area Parklands.	Some additional local school provision
Netball	Netball, alongside floodlit provision at the Grasshoppers Rugby Club and indoor provision at Gunnersbury Park	Various secondary school provision in addition.
Golf	3 golf centers	1 in the west and 2 in the east, new pitch and putt provision at Gunnersbury Park.
Bowls	5 operational bowls green	4 of which are located in the east.
Water Sport activity	Sailing, rowing and paddle sport activity operating on Thames, and other water bodies in parks and Grand Union canal and river waterways in Borough.	Activities operated out of Club Boathouses.

Table 5.3.6 Sports Activities in Parks

5.3.21 It should be noted that since the publication of the previous Playing Field Strategy and the 2020 IDP, the Brentford Community Stadium has opened, a significant contribution to the Borough's sporting infrastructure.

Future Growth

5.3.22 The Council has recently commissioned a new Sport Playing Field Strategy (2025-2040) in partnership with Sport England. This will review current provision and set action plans to deliver new provision in accordance with current need, and need arising from population growth.

5.3.23 In doing so it will update and add to the key opportunities outlined in Playing Pitch Strategy 2017-2030, set out below:

Sports at Site	Sub Area	Site Name	Recommended New Facility Provision	Project Status
Cricket Football Rugby Tennis Bowls	East	Gunnersbury Park (CROSS BOROUGH HUB SITE FOR LBH & LBE)	3 cricket 2 floodlit 3G FTPs 9 adult football pitches 1 rugby pitch 8 floodlit tennis courts Sports pavilion	To deliver remaining leisure and playing pitch enhancements in the site masterplan. Site managed by Gunnersbury CIC.
All PPS sports in scope	East	Dukes Meadow (HUB SITE)	2 floodlit 3G FTPs (one Rugby compliant complete) Resurfaced sand dressed floodlit hockey AGP (and potential 2nd pitch in long term)	Deliver remaining playing pitch enhancements as part of the masterplan.
Cricket Football Tennis Cycling	East	Lampton Park / Lampton School (HUB SITE)	Tennis Hub Floodlit 3G FTP (School) Small sided provision (MUGA) Cycling infrastructure	Explore feasibility of PPS Recommendation
All PPS sports in scope	West	Feltham Arena Parklands (HUB SITE)	Floodlit 3G FTP(s) Cricket NTP(s) Improved Tennis Courts Facilities for informal sport and recreation Improved Athletics track Changing rooms	Phase 1 infrastructure works begin 2020. Implement masterplan recommendations for playing pitch enhancements.
All PPS sports in scope	West	Rectory Farm Cranford (HUB SITE)	Floodlit FTP(s) Grass pitches Cricket NTP(s) Hockey AGP Facilities for informal sport and recreation	PPS recommendation for facility feasibility study

Table 5.3.7 New sporting opportunities

5.4 Community Hubs and Localities

- 5.4.1 In addition to sport and leisure facilities there are a range of other community facilities in the Borough that serve Hounslow's communities and residents. These include public libraries and halls as well as other community facilities owned and operated by the Council.
- 5.4.2 At present the majority of community facilities are provided in a largely local authority model of service provision. Facilities have been developed over time and range from historic and long serving buildings from the 19th and early 20th Century period of municipal and philanthropic investment, reflecting the aspirations and population growth of that time, to new build and remodelled facilities from more recent years that have enabled better access to services and multi-purpose use.
- 5.4.3 Hounslow is implementing a locality-based delivery approach and a network of Community Hubs. These are linked to an asset management plan covering the Council's overall property portfolio, rethinking how services are best located and delivered locally and how existing and new facilities can best be used to serve changing community need.

Current Provision

Libraries

- 5.4.4 There are 11 libraries across the Borough, offering a range of material and services for adults and children. All libraries are in the process of becoming Community Hubs, with an offer from the Council and key local partner organisations of information, advice, guidance and activities, this will include current library provision. The Community Hub in Cranford will be in Meadowbank alongside the Adult Education Centre, Cranford Library will move there by end of 2025. Locations include:

Library	Location	Opening times
Beavers Library	The Hub Salisbury Road Cranford, TW4 7NW	Open five days a week, and closed Fridays and Sundays.
Bedfont library	Staines Road, TW14 8DB	Open four days a week, and closed on Wednesday, Friday, and Sunday.
Brentford Library	Boston Manor Road, TW8 8DW	Open four days a week, and closed on Wednesday, Friday, and Sunday.
Chiswick Library	1 Dukes Avenue, W42AB	Open six days a week, and closed Sunday.
Cranford Library	Bath Road, TW5 9TL	Open four days a week, and closed Wednesday, Friday, and Sunday.
Feltham Library	210 The Centre High Street, TW13 4GU	Open six days a week, and closed Sunday.
Hanworth Library	Hanworth Air Park Leisure Centre & Library Uxbridge Road, TW13 5EG	Open four days a week, and closed Wednesday, Friday, and Sunday.

Heston Library	New Heston Road, TW5 0LW	Open six days a week, and closed Sunday.
Hounslow Library	First Floor, Hounslow House 7 Bath Road, TW3 3EB	Open seven days a week.
Isleworth Library	Isleworth Leisure Centre & Library Twickenham Road, TW7 7EU	Open four days a week, and closed Wednesday, Friday, and Sunday.
Osterley Library	St Mary's Crescent, TW7 4NB	Open four days a week, and closed Wednesday, Friday, and Sunday.

Table 5.4.1 Local Libraries in Hounslow

- 5.4.5 Libraries across the Borough are extensively used by the community, offering a range of services including: physical book, CD, DVD, and audio book lending, virtual book and resource lending, computer services and free WiFi and study and reading space. Libraries in the borough also host community events and activities. Chiswick and Feltham libraries also provide specialist services such as local studies and archive collections.
- 5.4.6 Over the last decade Hounslow's library buildings have undergone change and refurbishments. This involved co-locating libraries with other services such as the re-built library in Hanworth and refurbished library at Isleworth that are co-located with leisure facilities, the re-built Beavers Library that is co-located with Children's Services and the library at Feltham that is situated in the same building as a GP surgery. Heston and Osterley are stand-alone libraries that have been refurbished. Hounslow Library was moved into Hounslow House (Hounslow Civic Centre) on its opening in April 2019. In 2018, Hounslow Libraries began working with Adult Education to provide space for classrooms.

Public Halls

- 5.4.7 Council currently owns and operates five public halls. There locations are:

Hall	Location	Facilities
Chiswick Town Hall	Heathfield Terrace, Turnham Green. W4 4JN	Event hall and meeting rooms
Feltham Assembly Hall	Feltham Park, Hounslow Road, TW14 9DN	Event hall, meeting rooms, bar and catering facilities
Heston Village Hall	New Heston Road, Heston. TW5 0LW	Event hall, catering facilities, and a nursery
Isleworth Public Hall	South Street, Isleworth. TW7 7BG	Event hall
Montague Public Hall	Montague Rd, Hounslow TW3 1LD	Event hall, meeting room, bar, and catering facilities

Table 5.4.2 Public Halls in Hounslow

5.4.8 In addition, the Council owns a number of other assets that provide a benefit to communities. Community assets in this context are defined as land and buildings owned or used by the Council or leased or managed by community organisations for the benefit of residents and communities and include community centres, sports facilities, recreational facilities and other buildings. These form part of the total Council property portfolio of 500 (non-residential) properties. Overall property condition, property use and value to their local communities varies significantly.

Future Requirements

5.4.9 The future provision of community facilities in Hounslow is linked to the delivery of the Localities Model and the provision of Community Hubs to better serve the need of Hounslow residents and make best use of Council owned community assets.

5.4.10 Community Hubs are key to delivering the Council's Equalities Strategy – A Fairer, More Equal Hounslow (2023–2026).– By ensuring improved access to services and support through Community Hubs and to tailored support, the Council is able to address inequalities, barriers to access and thus improve outcomes for residents, particularly underrepresented communities.

5.4.11 The purpose of the Localities Model is to radically improve the ease with which residents are able to access a range of services and preventative programmes or interventions in their local area through a multi-agency delivery model which brings together council services with Voluntary, Health, Community and Social Enterprise (VCSE) partners.

5.4.12 The concept of the Community Hub has been piloted and now implemented in Feltham. Residents have been able to access a wide range of Council and VCSE services via weekly community hub access sessions at campus locations, including:

- Benefits advice
- Support with crime and anti- social behaviour
- Housing estate improvement and tenancy sustainment
- Health and well-being and mental health support
- Help with addiction and drug and alcohol
- Support for refugees and people seeking asylum

5.4.13 How this model will be further rolled out developed across the borough is set out in the Council's Asset Management Strategy.

The Asset Management Framework

5.4.14 The Council's Corporate Plan of 2022 sets out an ambitious vision for the Borough, putting residents at the heart of Council services. As well as helping the Council best meet the needs of individual communities, our Asset Management Strategy and Locality Model will ensure the right buildings in the right locations, and which make best use of Council buildings across the Borough.

5.4.15 It aims to manage assets strategically to support corporate aims and objectives in line with the Corporate Plan and "One Hounslow" principles. This will embed the localities approach and include seeking opportunities to co-locate with other public sector bodies and partners whilst restricting the use of private rented space to operational imperative where no suitable council estate is available.

- Provide fit for purpose buildings that are safe to use, warm and dry for staff and service users, having procured, managed, and invested to minimise the impact on the environment.
- Maximise Value: The Council will ensure financial, economic, environmental and social value is optimised for each asset. This will help communities and partners to thrive in the Borough thereby providing local jobs for local people, reducing the need to travel and improving our carbon footprint.
- Maximise the efficiency and potential of each asset. All assets will be subjected to a detailed review in accordance with the Council's Asset Review Process and provisionally categorised according to utilisation, efficiency, potential and value for money.
- Promote regeneration and growth in the local economy. The Council will seek opportunities to reduce service delivery cost; to deliver capital growth; to increase revenue income.

5.4.16 The Council has adopted a framework to review asset performance, across two phases to assess the current designation and the future asset management policy of an asset. The Council will regularly review its portfolio of assets, so it remains fit for purpose and aligned to the corporate priorities and objectives.

5.4.17 The London Borough of Hounslow's property portfolio holds a wide range of corporate assets, comprising of:

- Libraries
- Leisure facilities
- Offices
- Day centres
- Care home facilities
- Depots
- Assets leased to community organisations and
- Assets which are used to generate a commercial income such as industrial estates, retail premises

5.4.18 Phase one of the Asset Management Plan is the strategic analysis of function, performance, opportunities and risks to identify whether an asset can be retained, improved, redeveloped or is potentially surplus. Phase two expands the phase one assessment to incorporate internal and external stakeholder engagement. Proposals will be developed in the form of a business case and will be presented to Cabinet to progress.

Cost and Funding

5.4.19 The Council owns more than 500 properties across the borough and their condition, use, accessibility and value to their local communities varies significantly. The Council must make the most of these assets, so we have fit-for-purpose buildings people need, whether they are for Council use, or the use of partners and wider community.

5.5 Heritage, Arts and Culture

- 5.5.1 Hounslow's Culture is rich and diverse and includes some of West London's outstanding Landed Estates of significant national importance such as Gunnersbury Park, Chiswick House and Gardens, Boston Manor House and Park, Syon Park, and Osterley Park and House. Additionally, there are sites associated with major cultural figures such as Hogarth's House. These sites are valued by local visitors including schools, families and adults, as well as visitors from outside the Borough. Alongside this there are a number of Cultural facilities across the borough including Art Centres, Galleries and Artist Studios.

Current Provision

- 5.5.2 When the word 'heritage' is used, it refers to it in its broadest form; both the tangible, including historic buildings, natural heritage – landscapes and species and museums and the intangible, for example local history, the Borough archives, and the cultures and memories of the people that live in the Borough who want to find spaces and opportunities to share those with others.
- 5.5.3 The Borough hosts 29 conservation areas. Additionally, the Borough is home to some 531 entries on the national heritage list- both commercial and domestic to include individual or groups of buildings. These assets are in varying states of repair and should be both preserved and enhanced by the Council and its public and private partners.
- 5.5.4 Some heritage assets located in Hounslow are in poor condition and require different degrees of investment and repair to ensure they're available for the benefit of future generations. Historic England (HE) maintains the Heritage at Risk (HAR) Register, which includes listed buildings of all grades and conservation areas which are assessed as being vulnerable through poor condition. The Council inputs to the annual Register which includes both privately and publicly owned properties. There are 25 HAR sites identified in the HE registry, including some of the buildings in Gunnersbury Park and Hanworth Park House among other heritage assets.
- 5.5.5 5.5.5 Hounslow has benefited from National Lottery Heritage Fund grants for heritage projects. From 2018 – 2024 grants were received to develop and restore Council managed properties A reimagined garden and new learning centre at Hogarth's House and full restoration of Boston Manor House including creative work spaces for designer makers.
- 5.5.6 Summer of Culture is the Council's annual programme of arts and events that crosses the borough and the arts, heritage and culture sector. The programme relies on community and arts and heritage organisations sharing their programmes as part of a wide offer of events and activity during June – September. External funding is sought for the Council to commission events that plug gaps either at locations where there is little to no engagement or diversifying the offer in order to improve representation.
- 5.5.7 The Council is currently undergoing the development of a Culture Strategy to support ambition for the borough's cultural offer. The strategy, along with the associated action plans, will set out a new vision for culture along with an approach that delivers an equitable, accessible and diverse offer for Hounslow.

Future Growth

- 5.5.8 The research and engagement for the Culture strategy has reaffirmed that the majority of tangible assets for the consumption and production of culture remains in the East of the borough. This does not define the appetite for culture but the need to look at wider assets e.g. parks and community halls, as places where culture can happen.
- 5.5.9 With the housing developments planned for Brentford Riverside (Watermans Centre) and Treaty Centre in Hounslow Central (Arts Centre Hounslow/Paul Robeson theatre), both meanwhile use, and longer-term sustainable offers are being designed to support the borough's cultural infrastructure.
- 5.5.10 The Great West Creatives CEZ (Hounslow's Creative Enterprise Zone) identified the challenge for micro and creative enterprises to find workspace in Hounslow (2017). This remains a challenge for the borough which is set to increase as populations rise. Workspace includes affordable office space for a growing number of small to medium sized enterprises (SMEs) and micro-businesses, shared spaces for creatives, spaces for large scale production, storage for props, rehearsal spaces and artist studios for small, medium and large-scale work.
- 5.5.11 Studies undertaken by the Council found that smaller, less profitable businesses in the emerging sectors have difficulty finding affordable space in Hounslow, and may be priced out, so they generally locate in cheaper parts of London. The Hounslow Local Plan Policy ED1 supports the provision of affordable workspace in the Borough, allowing for smaller businesses, especially in the creative industries, to flourish in Hounslow.
- 5.5.12 Artist Studios including Dukes Meadow, Redlees Artist Studios, the new Creative Campus at Chiswick House and Gardens, as well as Digital Dock creative workspace in Brentford answer some of the demand in borough. The potential for meanwhile use is growing, however, there also needs to be a longer-term sustainable solution to support the sector.

Heritage

- 5.5.13 Heritage and culture are key contributory factors in defining Hounslow and are equally important in shaping its future. While the Council has no statutory duty to deliver or support culture and heritage, we recognise the value that they can bring to the social, economic and environmental wellbeing of individuals and communities across the Borough. The sense of place engendered by heritage and culture adds to the regeneration potential of the Borough by enhancing its cultural offer and local identity.
- 5.5.14 With limited resources, the need to conserve, protect and improve Hounslow's heritage assets, historic environment and arts services in Hounslow presents a significant challenge going forward. To face this challenge, the Council will focus funding towards projects where it can be the most impactful.

5.5.15 Within the Borough, historic parks and gardens form a key link with Hounslow's past, an important historical estate, Chiswick House and Gardens is a key asset for the Borough, and the Grade I listed Conservatory is a crucial constituent part of this site. The Council intends to invest in the maintenance of the Conservatory, helping to preserve the overall integrity and amenity of Chiswick House and Gardens. In addition, the Council will support the development of Cedar Yards community and creative campus within Chiswick House and Gardens. This new facility will include a Learning Hub, affordable artists' workspace and facilities for volunteers. Similarly, within Gunnersbury Park (Grade II* listed), there are a number of significant heritage assets that will require investment for park improvements in the next years, these include the Orangery, Potomac Lake, and the Japanese Garden.

Cultural Space

5.5.16 Regarding arts facilities in Hounslow's, the Council's priority is the reprovision of cultural facilities currently housed in the Watermans Arts Centre in Brentford and the Arts Centre, Hounslow. As a result of ongoing development in Brentford and Hounslow town centres, these venues will need to be relocated, offering the opportunity for improved and modernised cultural facilities in the borough.

Cost and Funding

5.5.17 Major capital investment in the heritage sites is being secured through the National Lottery, Historic England and other external funders. Cultural investment is being secured through Arts Council England and other regional funders including GLA. The borough has three Arts Council Funded National Portfolio Organisations (NPOs) which receive a three-year grant for strategic creative delivery – Watermans (long standing), Gunnersbury Museum and Protégé (Great West Gallery). The borough also remains a Creative People and Places (CPP) borough which is a consortium led by Watermans and including Hounslow's libraries. CPP is an arts and cultural programme which supports residents to make decisions about local delivery.

5.5.18 Models of management delivery are being developed where sites and cultural offer is managed by supported partners, who receive annual grants from the Council. This is happening on a phased basis as private outsourcing is reaching its term and new bodies are being gestated.

5.5.19 The costs associated with HAR assets will relate to their condition and potential for use, including upgrading work to achieve this end. Any smaller sums of money will be allocated towards early feasibility studies for projects and assessments of potential for use in relation to the cost of work. This is to ensure benefit is fully realised. The same process will be needed where Locally Listed assets are vacant and deteriorating. Larger scale projects will require partnership match or contribution funding. The level of costs will be affected by the need for conservation specifications and workmanship.

- 5.5.20 Where a heritage asset contributes to or is affected by a planning consent (including a listed building consent), a s106 obligation can be placed on the site to secure funding and guarantee the work to repair or upgrade the building or site. Enabling development may be a method of achieving development which would otherwise be against policy, as long as the special interest and setting are not harmed. It needs to be viable but should be no more than the minimum necessary intervention to fund the repair and continuing maintenance of the asset.
- 5.5.21 Other sources of funding available to initiate schemes, assist with funds for feasibility work and conservation management plans and work to restore and repair heritage assets include:
- National Lottery Heritage Fund;
 - Building Preservation Trusts (BPT) e.g. Heritage of London Trust (HOLT);
 - CIL funding;
 - Habitats and Heritage
 - Spitalfields Trust; and
 - Historic England grants.
- 5.5.22 Historic England grants in particular focus on assets of higher grading, which are in a conservation area and on the HAR Register. Many of these providers will prioritise projects for which funding can be matched, therefore projects will benefit from already having funds allocated and this in turn attracts contributions from smaller, more focussed charitable trusts. The local authority can therefore provide vital initial support for a larger project with a smaller cash injection or in-kind contribution.
- 5.5.23 The sector has seen significant challenges over the last few years due to the impact of Covid-19 and the slow build back of audiences since. This puts significant pressure on organisations, particularly those operating venues, including independent museums and art centres in the borough. Organisations are having to creatively consider relationships outside the sector and delivery which also looks to bring in sponsorship to support sustainability.

5.6 Education

Early Years and Childcare

Current Provision

- 5.6.1 Sufficient, high-quality childcare is a vital component of the local economy and can support regeneration and employment as well as contributing to the reduction of child poverty. However, any assessment of childcare sufficiency can only represent a snapshot in time as the childcare market is extremely fluid. In recent years, the supply of childcare places has been influenced by a reduction of childcare places in individual settings due to staff shortages and the increasing cost of living.
- 5.6.2 The Local Authority has a statutory duty to provide sufficient childcare places for our residents. Early Years Childcare in Hounslow is delivered by private, voluntary and independent (PVI) settings, childminders, and school nursery provision.
- 5.6.3 The Council is reliant on private childcare providers to fully meet its statutory duties, but the persistent burden of rising energy/food costs, recruitment costs, as well as minimum wage and business rate increases, has put considerable pressure on the Early Years market and reducing sustainability. Private providers are clear that the hourly rates they are paid for the Government funded places they offer do not cover costs of delivery. They assert that any increases in funding rates are not aligned with increases in costs.

Current funding and expansion of free entitlement for working families

- 5.6.4 Prior to April 2024, Government funded childcare places were available to:
- 3- & 4-year-olds from eligible working families – 30 hours of funded childcare per week
 - 2-year-olds from families accessing benefits – 15 hours of funded childcare per week
 - 3- & 4-year-olds universal offer – 15 hours funded childcare per week
- 5.6.5 In addition to the above, new statutory guidance for local authorities was introduced from 1st April 2024, enabling all eligible working parents of 2-year-olds to access 15 funded hours per week. For Hounslow, this has more than doubled the uptake of 2 year-olds places from spring term 2024 to summer term 2024.

Future Provision

- 5.6.6 Future actions will be focussed on continuing to prepare the market for new childcare offers for children aged under 3 years of age. These new offers are designed to support more parents to return to work after their parental leave ends.

5.6.7 From September 2025, the 30-hour offer will be increased for parents to access from when their child is 9 months old and will be rolled out in stages:

- from September 2024, all eligible working parents of children aged 9 months up to 3 years old will be able to access 15 funded hours per week
- from September 2025 all eligible working parents of children aged 9 months up to 3 years old will be able to access 30 funded hours free childcare per week

5.6.8 As a result of the expanded entitlement, the demand for places is expected to substantially increase. The Department for Education (DfE) has estimated by September 2025, 369 additional places for 2YOs and under will be needed (an increase in hours overall of 13%). The following ward estimates have been provided by the DfE for Hounslow:

2 Year Olds and Under - estimated level of demand in Sept 2025 for childcare in a typical term time week				
Ward Name	Sept 25 Demand for under 2YOs in Hours	Sept 25 Demand for 2YOs in Hours	Total Demand for 2YOs and under in Hours	Total Full Time Equivalent Places for 2YOs and under
Bedfont	1826	2273	4099	137
Brentford East	1406	1722	3128	104
Brentford West	1356	1648	3004	100
Chiswick Gunnersbury	2357	2922	5279	176
Chiswick Homefields	1797	2199	3996	133
Chiswick Riverside	801	989	1789	60
Cranford	2787	3590	6377	213
Feltham North	700	860	1560	52
Feltham West	2661	3322	5983	199
Hanworth Park	2877	3634	6511	217
Hanworth Village	1626	2176	3803	127
Heston Central	2214	2862	5076	169
Heston East	1357	1697	3054	102
Heston West	2140	2737	4876	163
Hounslow Central	2076	2680	4756	159
Hounslow East	1571	2139	3710	124
Hounslow Heath	1838	2409	4247	142
Hounslow South	552	757	1309	44
Hounslow West	2329	2789	5118	171
Isleworth	2607	3043	5650	188
Osterley & Spring Grove	1159	1362	2520	84
Syon & Brentford Lock	1789	2139	3928	131

Table 5.6.1 Child Care Demand

Meeting estimated future demand:

5.6.9 The Government have provided a Capital Expansion Grant. Whilst it is ultimately up to local authorities to determine how best to prioritise this funding to address local priorities, it must be spent on capital projects. The funding is being provided towards meeting capital costs associated with projects that help ensure sufficient places for children taking up an Early Years place through the expanded 30-hours entitlement, and to increase the supply of wraparound childcare for primary-school aged children. It is suggested that the grant is split 80% Early Years Entitlements and 20% wraparound childcare. The criteria Hounslow has used to allocate the grant has been based upon the data provided by the DfE and the increase in places needed specifically for 9 months to 3-year-olds, as well as consideration of value for money. The grant funding does not currently cover the number of applications for funding requested from providers who are prepared to expand.

Wraparound Childcare

What is Wraparound Childcare?

5.6.10 Wraparound childcare is childcare that 'wraps around' the conventional school day. The term refers to provision directly before and after the school day during school term time for primary school age children. This provision can be offered by schools and private, voluntary and independent (PVI) providers (including childminders and early year's settings) and can be run on a school site or at another setting in the area.

5.6.11 Many schools already offer enrichment and extra-curricular activities before and after the school day. While we support and encourage schools to continue to deliver these activities themselves or in partnership, in many cases they will not currently be delivered in a way which meets the DfE definition of wraparound childcare. Under the definition, provision for children is regular, has longer hours and is more dependable for working parents. Within these parameters, there may be opportunities where enrichment activities can interact with, complement, or support delivery of wraparound childcare provision.

Current picture

5.6.12 In preparation for the National Wraparound Childcare Programme, Hounslow conducted a mapping of the supply of places using a mixed approach to data collection to increase response rates (in person and online).

5.6.13 The data gathered was measured against:

- DfE data from school's census
- Hounslow Employment data
- Current children accessing 30 hours at EY provision
- Gaps identified in provision
- Identified areas of oversupply and provisions with no waiting lists

5.6.14 The DfE have identified an estimated number of additional places in Hounslow to be created and funded through this programme, totalling 610, however Hounslow data findings (which included PVI settings) identified 560 places to be created. Current breakdown of provision is as follows.

Number of Places delivered	by Schools	by PVI providers	Total
Breakfast Clubs – March 24	1,112	305	1,417

Table 5.5.2 (a) Breakfast Club Places

Number of Places delivered	by Schools	by PVI providers	Total
Afterschool Clubs - March 24	1,115	388	1,503

Table 5.5.2 (b) Afterschool Club Places

Future Plans

5.6.15 Introduced by the DfE, the National Wraparound Childcare Programme was part of the childcare reforms announced in the Government's 2023 Spring Budget, with the ambition that by 2026, all parents and carers of primary school-aged children will be able to access term-time childcare in their local area from 8am-6pm, so that parents can access employment and improve labour market participation.

5.6.16 To support this ambition, the government announced that it would provide up to £289 million start-up funding over two academic years to support local authorities and providers in England to introduce or expand childcare provision on either side of the school day, which parents of primary school-aged children would need to pay for in order to access.

5.6.17 The supply mapping completed in Spring term 2024 showed that the wards below need to increase places offered. Based on the DfE delivery model, there is also an amount of oversupply needed to assure parents that the provision will be there for them to return to work, increase their working hours, or return to education.

Increase of Wraparound places needed by Ward (by Sept 2026)			
Bedfont	20	Heston Central	20
Brentford East	30	Heston East	50
Brentford West	20	Heston West	20
Chiswick Gunnersbury	10	Hounslow Central	30
Chiswick Homefields	40	Hounslow East	0
Chiswick Riverside	40	Hounslow Heath	20
Cranford	30	Hounslow South	20
Feltham North	50	Hounslow West	30
Feltham West	30	Isleworth	10

Table 5.5.3 Required Wraparound Places

Primary Education

Current Provision

5.6.18 In April 2025, the Borough had 51 Primary schools, ranging from 1 to 5 form-entry (FE) including primary and separate infant and junior schools, plus three all-through schools, one which opened in September 2024 in the Feltham & Hanworth planning area (initial intake for Reception and Year 7). One FE contains 30 pupils in most cases at Primary and Secondary phase and does not apply for SEND schools.

5.6.19 Management of growth in the Primary phase was initially focused between 2008 and 2016. In response to the significant increase in pupil numbers, the Local Authority established a school expansion programme in 2010, which combined implementing temporary bulge and permanent accommodation. Some of the additional provision was delivered through the Education Skills & Funding Agency (ESFA) programme of free schools.

Future Provision

5.6.20 As with the majority of London local authorities and schools, Hounslow is currently managing a significant decline in the demand for Primary school places, with impact at Secondary phase imminent; however demand for school places is cyclical, so there is a need to protect education assets for the next increase in birth rate and subsequent rise in demand for school places.

5.6.21 Hounslow's most recent Primary pupil projections (May 2025) indicate that falling rolls should level out before a predicted gradual long-term increase in pupil numbers, largely due to expected growth in housing developments.

Hounslow Borough Level Primary Reception Year Group Pupil Projections					
Year	Pupil Projection GLA data May 2025	Capacity	Surplus/ Shortfall	FE Equivalent	% Surplus against capacity
2024/25	2,983	3,648	665	22.2	18.2%
2025/26	2,994	3,652	658	21.9	18.0%
2026/27	3,055	3,652	597	19.9	16.3%
2027/28	2,996	3,652	656	21.9	18.0%
2028/29	3,029	3,652	623	20.8	17.1%
2029/30	3,053	3,652	599	20.0	16.4%
2030/31	3,082	3,652	570	19.0	15.6%
2031/32	3,108	3,652	544	18.1	14.9%
2032/33	3,130	3,652	522	17.4	14.3%
2033/34	3,176	3,652	476	15.9	13.0%
2034/35	3,217	3,652	435	14.5	11.9%
2035/36	3,255	3,652	397	13.2	10.9%
2036/37	3,295	3,652	357	11.9	9.8%
2037/38	3,327	3,652	325	10.8	8.9%
2038/39	3,344	3,652	308	10.3	8.4%

Table 5.6.4 LB Hounslow Reception Year Projections

- 5.6.22 Through discussions and planning meetings held by the LA with schools, changes to pupil numbers over time are managed through adjusting admissions capacity according to need; the picture and the LA's response to these changes varies at planning area level.
- 5.6.23 Regular meetings are held with neighbouring boroughs to share data and information about changes to demand and capacity, as well as the cross-border impact on Primary, Secondary and SEND pupil numbers.
- 5.6.24 To ensure changing factors such as housing development, birth rate and migration are accounted for, pupil projections are updated annually. To this end, the Council will be starting work on the development of a new School Organisation Plan during Autumn 2025.

In-Year Applications

5.6.25 In contrast to the current decline seen at transition phases (Reception and Year 7), Hounslow has experienced an increase to the number of in-year applications. In the 2023/24 academic year the Admissions Team received 5,188 in-year applications, and figures for 2024/25 suggest the pattern is likely to continue. The in-year applications trend from 2020/21–2023/24 showed an increase over the three years of 11% in Primary, 56% in Secondary, and 24% combined. A contributing factor to the rise in pupil in-year applications is the number of families who are new to the country, accounting for approx. 35% of in-year applications. The transient nature of these placements presents logistical challenges for the Local Authority, as we hold the statutory duty to ensure there are sufficient school places for every child in Hounslow.

Secondary Education

Current Provision

5.6.26 The Borough has 18 secondary schools, two of which are studios schools (Years 10-13), plus three all-through schools. Demand for Secondary school places has risen largely due to the wave of additional pupils entering Primary schools over the last decade reaching Secondary schools. By 2018, a planned programme has delivered three Secondary free schools. In addition, a previously confirmed expansion programme of existing academies provided a further 7FE.

5.6.27 Hounslow is now, along with other London Boroughs, experiencing the growth previously seen at Primary phase having emerged into Secondary. It has been necessary to manage the delivery of places against the continually changing landscape, which comes with a range of complexities associated with the wide and varied community of schools, academies and free schools.

Future Growth

5.6.28 Recent pupil projections show a general decline in the Year 7 intake with some fluctuation year on year.

Hounslow Borough Level Secondary Year 7 Pupil Projections					
Year	Pupil Projection GLA data May 2025	Capacity	Surplus/ Shortfall	FE Equivalent	% Surplus against capacity
2024/25	3,169	3,502	333	11.1	9.5%
2025/26	3,095	3,506	411	13.7	11.7%
2026/27	3,118	3,506	388	12.9	11.1%
2027/28	3,112	3,506	394	13.1	11.2%
2028/29	3,025	3,506	481	16.0	13.7%
2029/30	2,946	3,506	560	18.7	16.0%
2030/31	2,926	3,506	580	19.3	16.5%
2031/32	2,898	3,506	608	20.3	17.3%
2032/33	2,806	3,506	700	23.3	20.0%
2033/34	2,856	3,506	650	21.7	18.5%
2034/35	2,786	3,506	720	24.0	20.5%
2035/36	2,806	3,506	700	23.3	20.0%
2036/37	2,832	3,506	674	22.5	19.2%
2037/38	2,858	3,506	648	21.6	18.5%
2038/39	2,876	3,506	630	21.0	18.0%

Table 5.6.5: LB Hounslow Secondary School Year 7 Projections

5.6.29 The Secondary programme will need to allow enough flexibility in provision because the need for Secondary places is less localised than for Primary, as secondary-aged children are able to travel further distances on their own.

5.6.30 As referenced above, a new all-through free school, Reach Academy Hanworth Park, opened in September 2024 (initial intake for Reception and Year 7).

5.6.31 Beyond this, the LA would wish to monitor the impact of changes to the capacity of Hounslow schools with other local authorities before making any future School Organisation decisions.

Adaption, modification and maintenance of school premises.

5.6.32 With variations in pupil projections in both the primary and secondary sector, there remains a requirement to invest in maintaining the existing school estate. Current premises require ongoing maintenance, and often adaption and modification to meet educational need. In Hounslow the school estate has a variety of layouts and building styles developed over many decades.

5.6.33 Adaption and modification of school premises may also be linked to Early Years and SEN provision, plus Community use of schools

SEND

Current Provision

- 5.6.34 As of January 2024, there were 3,098 Education Health and Care Plans (EHCP) recorded in Hounslow, students with EHCP's attend a variety of setting from mainstream schools, special schools to independent schools, dependent on need.
- 5.6.35 Hounslow comprises of four maintained special schools, and ten SEN centres located within mainstream schools catering to a range of SEN needs such as autism, speech and language and physical disabilities.
- 5.6.36 The Borough's special schools are two primaries inclusive of one nursery, two all through, one covering nursery to year 13. Meeting the needs of students with Social Emotional Mental Health (SEMH), (complex) Autism (ASC) Severe Learning Disabilities (SLD) and Profound Multiple Learning Disabilities (PMLD).
- 5.6.37 The centres located on mainstream schools are split between both primary (11) and secondary (6). The centres do not cover Key stage 5 (year 12 +). The 17 centres are comprised of Autism, Speech and language, Moderate learning Difficulties (MLD), Physical disability in addition to visual and hearing impairment (VI/HI).
- 5.6.38 With the rise of EHCP's and more complex needs within the Borough, we have seen a growing demand for students to access special school in Hounslow, with a number of students moving into the independent provision, often outside the Borough.
- 5.6.39 Data projections have indicated a 46% rise in diagnosis of Autism in children and young people between 2019 – 2024, requiring adaptations being made to some of the local provisions. One special school has undergone reprofiling to adjust the scope and profile of needs, to reflect the growing needs of Hounslow's demographic.
- 5.6.40 Ongoing work has been undertaken to develop our current provisions to create an inclusive system allowing for the needs of the children and young people to be met, within their local area, thus requiring less dependency in the independent sector.

Future Growth

- 5.6.41 With the growing SEN needs of Hounslow students (as explained above), three projects are currently underway.
- 5.6.42 WINGS - A co-educational special school with 90 places for young people aged 11- 19 who have Social Emotional and Mental Health (SEMH) needs. Hounslow will be commissioning 75 of the 90 vacancies within the school. This is schedule to open September 2026.
- 5.6.43 Secondary students with SEMH are currently located at Hounslow Alternative Provision, Woodbridge Park Education Service (previously known as a Pupil Referral Unit) colocated with students who have been excluded, and/or require respite. The opening of WINGS will allow for SEMH students to have dedicated provision to meet their needs.

5.6.44 REACH Hanworth – The new all-through free school is scheduled to open in September 2024 (initial intake for Reception and Year 7) in the Feltham & Hanworth planning area. Within this school a resource-based provision has been commissioned for a total of 30 students across primary and secondary. Original plans intended for a September 2025 opening have since been delayed and are under review. The currently expected opening is September/October 2026.

	Sep-25	Sep-26	Sep-27	Sep-28	Sep-29	Sep-30
Places Primary			2	3	4	5
Places KS3	5	10	15	15	15	15
Places KS4				5	10	10
Total	5	10	17	23	29	30

Table 5.6:6 New Reach School SEND Places based on opening in 2025

5.6.45 Lindon Bennet Expansion – Lindon Bennett is a primary school for children with EHCP's currently spread over two sites: with the Early Years provision (specialist nursery and Reception classes) located two miles apart. As a result, there is a capital development project to create alternative accommodation for the current children at the Early Years provision in addition to creating capacity for additional students who would otherwise have gone to Independent Non-Maintained provision. The original timeline for completion was indicated as September 2025, however due to identified concerns, alternative options are being explored and will impact the original timeline.

Youth and Community Offer

Current Provision

5.6.46 The council is reviewing the youth offer in the Borough with the intent to ensure best use of available resources to engage young people in positive activities that support their development and engagement with their local community. The outcome of the review will determine future funding and commissioning model. This will support a move towards local working and ensuring the offer meets the needs of young people.

Future Growth

5.6.47 Development or adaption of LA and partner facilities may be required to support developments, particularly in areas of new family housing/estate renewal.

Further Education, Adult Learning and Higher Education

Current Provision

5.6.48 The post-16 education and skills offer locally is shaped by the London Local Skills Improvement Plan (LSIP) (May 2023) and the Mayor of London's Skills Roadmap for Londoners. Both incorporate a focus on priority sectors to address skill shortages and boost labour market inclusion and ensure technical and vocational training better matches the needs of local employers.

5.6.49 More recently the London Growth Plan (February 2025) has been launched, supporting the UK government's national industrial strategy and growth ambitions. The Mayor of London, together with London Councils and London & Partners have developed the 10 year plan to drive economic growth and increase prosperity across the capital. Key priorities for investment from housing and infrastructure to skills and transport are set out in the plan, to drive the productivity and growth needed to increase wages and living standards across London. The development of an Inclusive Talent Strategy forms part of the interventions set out to build the capital's skilled workforce, with a focus on fair pay and good work, and Londoners getting the skills or training needed to progress their careers.

Future Growth

5.6.50 The priority sectors linked to economic opportunity and growth for West London include Health and Care, Creative (Media & Film), Hospitality (in common with the London LSIP priority sectors) as well as Transport and Logistics, Retail and Manufacturing. A number of cross cutting themes are also identified to drive skills development, including ESOL (English for Speakers of Other Languages), digital, green and transferable skills and labour market inclusion.

Further Education and Skills

Current Provision and Existing Need

5.6.51 West Thames College is the only further education facility within the Borough; with two delivery sites located in Feltham and Isleworth. The college delivers a range of skills and vocational and technical education provision, primarily for adults aged 19+ and young people aged 16-19.

5.6.52 The council is working with local partners to implement a range of reforms to the Special Education Needs and Disability (SEND) system in Hounslow to ensure young people with SEND can live fulfilling and independent lives and access good work. This includes the development of new post 16 pathways for independent living and employment, to allow young people to remain and thrive in their local communities.

5.6.53 To achieve this the Council is working with the local network of post 16 and further education partners in Hounslow to develop and commission:

- SEND Independence Hubs - will create high-quality, accessible, and effective learning to support young people with severe learning disabilities, profound and multiple learning disabilities and those with complex communication and interaction needs, aged between 16-25 with an Education, Health and Care Plan. The Hub will focus on supporting these young people to develop their independence skills and to live, have friends and be supported within their local communities.
- SEND Employability Hubs – will provide young people with SEND the workplace and work-related skills and experiences that they need to gain independence and maximise their transition into good work.

Future Growth

5.6.54 Development or adaption of LA and partner facilities may be required to support developments, particularly in areas of high residential growth.

Adult Learning

Current Provision

5.6.55 LB Hounslow provides a range of adult education provision via its Adult and Community Education Service (known as Learn Hounslow), which offers opportunities for learners aged 19+ to access skills and education through its accredited provision of Essential Skills (ESOL, English, Maths and Digital Skills) and Vocational Skills (such as Health and Care, Photography and Accounting) to those employed and unemployed. Learners are supported to develop their employability skills through both the learning curricula and provision through the Council's Work Hounslow team. The service also has a well-established non-accredited offer, which is a starting point for engagement in further learning, preparation for employment and improving essential skills. Learning also aims to build confidence, support children's learning and develop stronger communities. It is funded by the Greater London Authority's Adult Skills Fund (ASF). There are two dedicated adult education centres in Hounslow, the Kingsley Adult Education Centre and the Meadowbank Adult Education Centre and further five outreach venues.

Future Growth

5.6.56 Current delivery will be developed to support and align with the Council's localities approach, including considering population growth. As part of the initial localities alignment approach, Kingsley Adult Education Centre is to be moved to Hounslow House, and the Meadowbank Adult Education Centre will be refurbished to bring library provision into the building to create learning hubs.

Higher Education

Current Provision

5.6.57 University of West London is located in the Borough with a campus based in Brentford, and second campus based in the neighbouring borough of Ealing. The University delivers a wider range of undergraduate, postgraduate and degree apprenticeship programmes across a range of disciplines and vocational areas.

Future Growth

5.6.58 The University have set out in their strategic plan a commitment to be a 'place-making' institution in Feltham and support the establishment of a University Hub. This will be based on a partnership model, supporting collaboration to provide skill pathways into good work for residents. Development or adaption of facilities may be required to support developments.

5.7 Health

Overview

- 5.7.1 Health services in Hounslow are planned and largely funded through the North West London NHS Integrated Care Board (ICB), formally known as the Clinical Commissioning Groups (CCGs). This includes, but is not limited to, GP surgeries, pharmacies, NHS dentists and opticians, community health and hospital services. Health facilities include the physical infrastructure required to provide these services.
- 5.7.2 Further data analysis of the Borough has identified that deprivation levels vary from low to very high, however, the average deprivation score is 21.46 (England average being 21.67). The life expectancy is 5.1 years lower for men and 5.7 years lower for women in the most deprived areas of Hounslow. Whole Systems Integrated Care (WSIC) data highlights that 83% of the Hounslow patient population have more than 1 long-term conditions. The most prevalent being hypertension, obesity, diabetes, and depression. The location of modern healthcare facilities does not always follow these indicators of need.

Existing infrastructure provision

- 5.7.3 The Borough of Hounslow is estimated to serve around 329,284 patients. Existing offerings in Hounslow include 44 GP practices, 191 qualified GPs, 211 consultation Rooms, and 48 treatment rooms over 8,927 sqm. There are 5 Primary Care Networks that these practices fall into, which are spread across the borough.
- 5.7.4 The existing estate in Hounslow sits squarely as an “average” with just over 7,000 patients per practice. It has only 1 Acute, Community & Specialist site for Hounslow patients, meaning this Borough is the least well provided for acute level services across North West London. The Borough does encompass 2 mental health & learning difficulty sites and 87 trust sites/services across the patch.

PRACTICE NAME	POST CODE	CLASSIFICATION INDEX
Crosslands Surgery	UB2 5QY	F
Cranford Medical Centre	TW5 9RG	F
Chiswick Medical Practice	W4 3ET	F
First Care Practice	TW3 1NL	O
The Medical Centre (3-5 Cedl Rd)	TW3 1NU	F
Hounslow Medical Centre	TW3 3EY	F
Bath Road Surgery	TW3 3ET	F
Carlton Surgery	TW14 0AX	O
Greenbrook Bedfont	TW14 8AG	F
Hatton Medical Practice	TW14 9PY	O
Clifford House Medical Practice	TW13 5AD	F
Little Park Surgery	TW13 5JG	O
St Margaret's Medical Practice	TW1 1NE	F
Clifford Road Surgery	TW4 7LR	O
Mount Medical Centre	TW13 6AJ	F
Twickenham Park Medical	TW13 6HD	F

Skyways Medical Centre	TW5 9BJ	Y
Wellesley Road Practice	W4 4BJ	F
Grove Park Terrace Surgery	W4 3JL	F
Holly Road Medical Centre	w4 1NU	F
Glebe Street Surgery	W4 2BD	F
Brentford Group Practice	TW8 8DS	O
Brentford Family Practice	TW8 8DS	O
Albany Practice	TW8 8DS	O
The Practice Feltham	TW13 4GU	F
St Davids Practice	TW13 4GU	F
Queens Park Medical Practice	TW13 4GU	F
Kingfisher Practice	TW3 2DY	O
Redwood Practice	TW3 2DY	O
Willow Practice	TW3 2DY	O
Argyle Health Isleworth Practice	TW7 7DJ	O
HMC Health: The Great West Surgery	TW4 7NN	Y
HMC Health	TW5 9ER	O
Dr Sood's Practice	TW5 9ER	O
Jersey Practice	TW5 9ER	O
West4 GPs	W6 0YD	O
Chiswick Family Drs Practice	W6 0YD	O
Chiswick Health Practice	W6 0YD	O
Y	F	O
Under-utilised	Fully used (incl. deemed to have a satisfactory level of utilisation)	Overcrowded or overloaded

Table 5.7.1: Shows the existing capacity assessment carried out for 38 out of 47 GP practices in Hounslow

- 5.7.5 An existing capacity assessment was conducted on 38 GP practices. Of these, 47% were fully utilised, another 47% were overcrowded, and the remaining 6% were underutilised. This shows that the existing health infrastructure will be unable to support new development without appropriate mitigation measures being secured.
- 5.7.6 The NHS estate does not own the majority of the facilities from which its commissioned services operate from. There are 13 sites managed through NHS property companies -12 NHS Property Services (NHSPS) sites and 1 Community Health Partnership (CHP) site. Much of the GP estate is either privately owned, based in NHSPS or CHP sites, or leased through a third party.

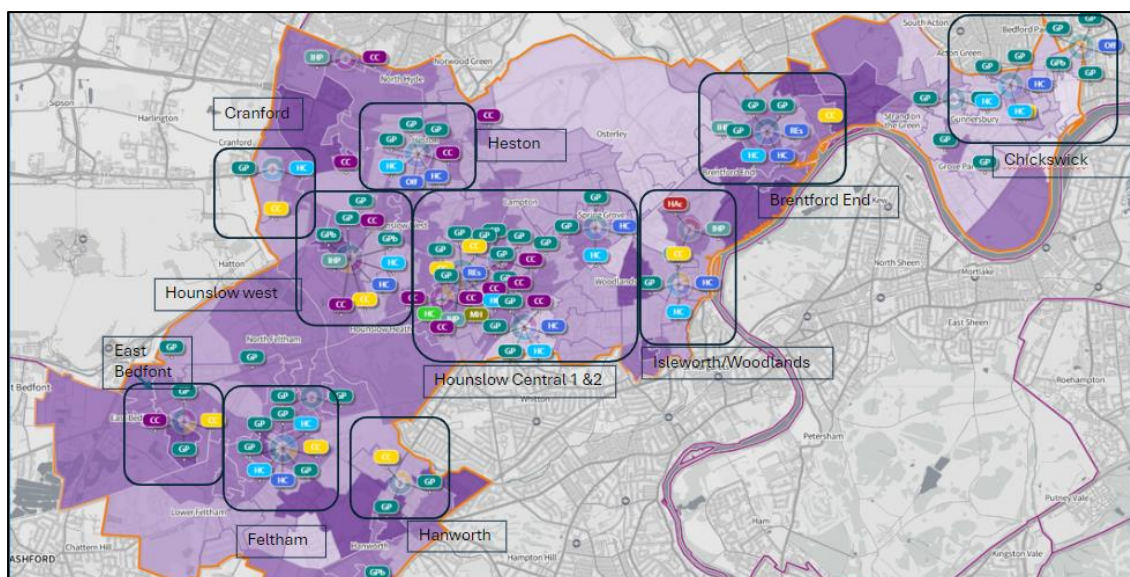


Figure 5.7.2: Map of existing health infrastructure in Hounslow (Source: SHAPE ATLAS: 2024)

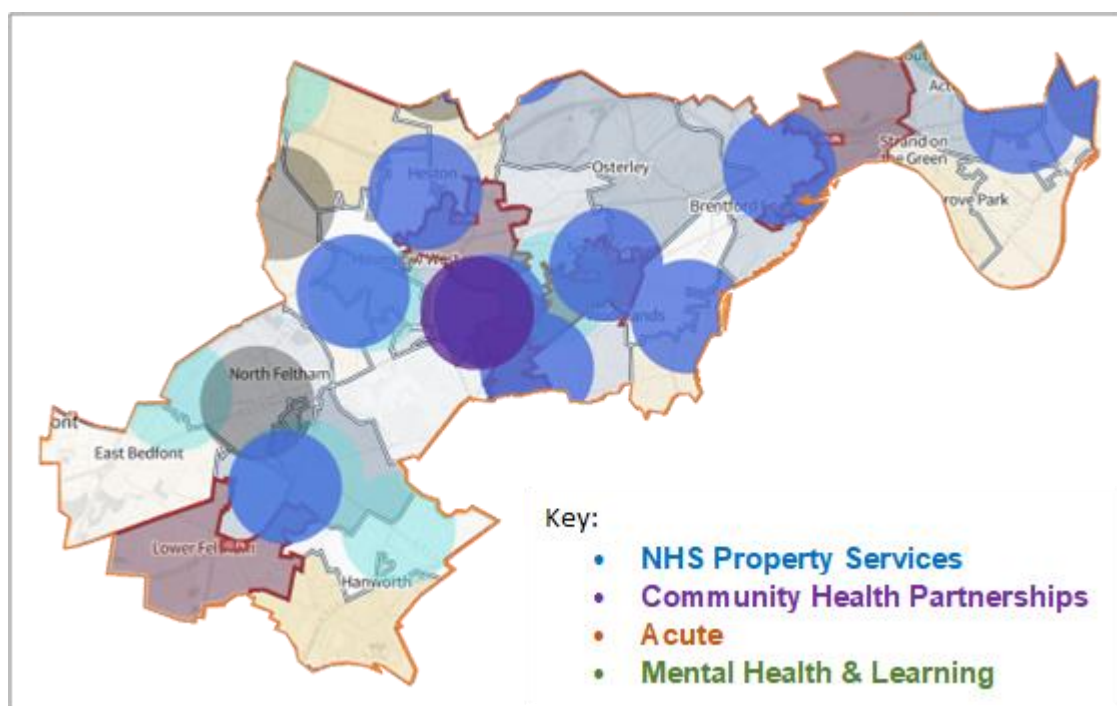


Figure 5.7.3: Map of existing health care infrastructure in Hounslow (NHS PS, Acute, Mental Health and CHP sites) (Source: SHAPE ATLAS: 2023)

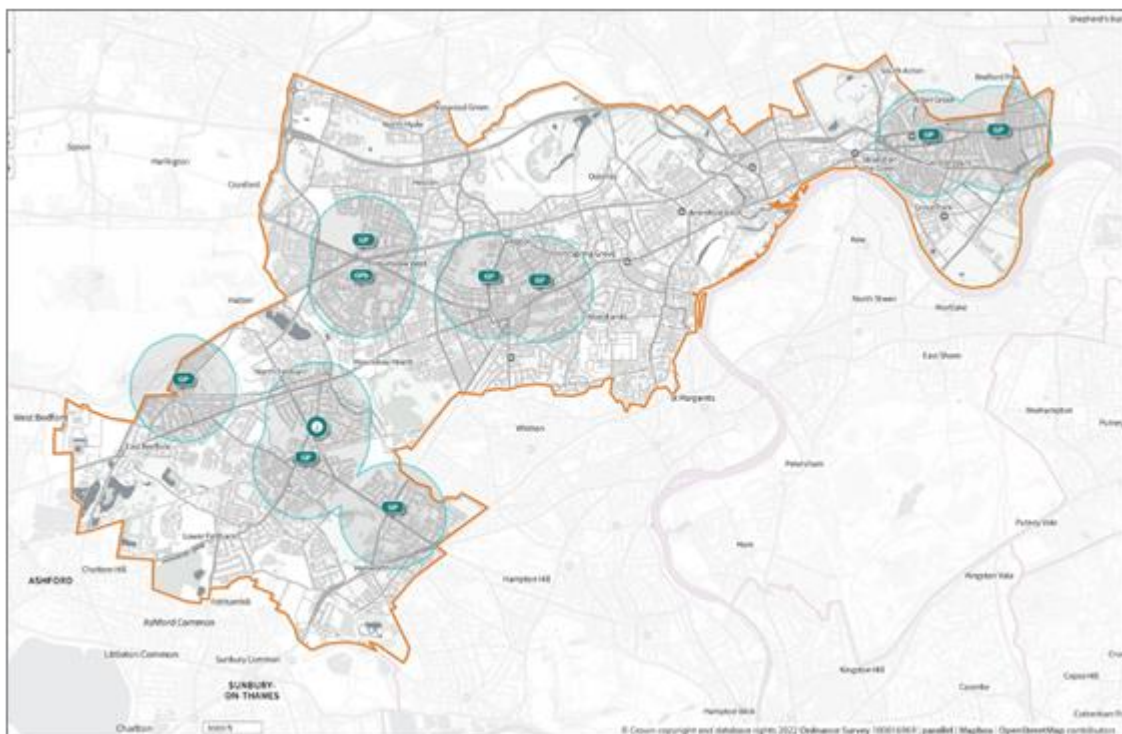


Figure 5.7.4 shows the location of aged estate in the borough, which can be identified in the bands radiating from the south to the north Source: SHAPE: 2023).

5.7.7 Data analysis of the Borough further shows that by 2040, the NHS expects that there will be a decrease to the south and northwest of the borough in terms of primary care provision, as a number of GPs over the age of 65 are predicted to retire.

Future demand

5.7.8 An increased residential and working population will have direct impacts on the number of people who require health care in Hounslow. The local healthcare system has changed and the way in which physical infrastructure is being delivered now focuses on commissioning bodies who buy in and plan health services. The ICB aims to deliver a greater number of services at home, within the community or in primary care vicinities, rather than through hospitals. This will impact on the scale and nature of the physical infrastructure needed for healthcare in the future, with the emphasis being on 'prevention, early intervention and care at home'.

5.7.9 With the emphasis on reform of services, for example through introducing innovative technological enablers and better management of improved IT systems, it is anticipated that there will be a focus on modernising the physical healthcare estate. The Northwest London Five Year Strategic Plan identifies multi-service hubs as one possible configuration of this, hubs being flexible buildings that offer a range of out-of-hospital and mental health services, and can also host more than one GP practice.

5.7.10 The revised Northwest London ICB Estates Strategy (December 2024) covers the following current challenges:

- High backlog costs, underutilisation of estates and reduction in 'void' space, carbon emission performance, and changing estates requirements as a response to COVID-related impacts on health services;
- Inequalities in condition, capacity and functional suitability of primary and community care estates;
- The need to ensure the right services are provided in the right place, maximising pan-public sector collaboration and integrated services, addressing current and anticipated shortfalls in provision locally, in view of demographic changes and residential development;
- Limited capital funding in relation to the need and inflationary cost pressures constraining capital project delivery;
- Transitional planning, resourcing and funding for LIFT and PFI projects to come into public ownership as concession contracts approach expiry;
- Difficult workforce recruitment and retention, challenged by high cost of accommodation in London; and
- An ageing GP workforce and lack of succession planning in primary care.

5.7.11 The Strategy focuses on:

- Improving outcomes in population health and healthcare, through modernising the existing estate, the delivery of primary health delivery integrated health and care hubs and embracing post-pandemic ways of working.
- Operating sustainably and supporting broader social economic development, by exploring One Public Estate and other land utilisation opportunities, supporting sustainability objectives, and collaborating with partners to increase efficiency.
- Tackling inequalities in outcomes, experience and access, by maximising primary care delivery integrated health and care hubs.
- Ensuring our physical internal and external estate remains fit-for-purpose and resilient in light of climate change and its impact on environmental conditions (e.g. flooding, heat, etc.), whilst helping us to meet our net-zero requirements by reducing our carbon footprint.
- Ensuring our internal service offering is aligned to changing health conditions in response to climate change.
- Enhancing productivity and value for money, by repurposing existing vacant building space, addressing backlog maintenance, and collaborating with industry partners to introduce integrated Neighbourhood Health hubs.

5.7.12 A thorough review of existing GP estate has been undertaken to identify where there are opportunities to exit, remain or introduce change. The ICB have identified these planning solutions to address primary care estate through the Estate Strategy.

- 5.7.13 Notably, considerable gaps across the Borough are evident in terms of mental health provision and outreach clinics from the acute. There is also a distinct lack of community diagnostics, in addition to sexual health and maternity services that needs to be addressed.
- 5.7.14 Proposed projects will focus on the introduction of family centres, 'virtual hubs' and other 'at-scale' community-based offerings. These include the rebuild of Brentford Health Centre, re-purposing space at the Heart of Hounslow. Redevelopment of Heston Health Centre and Feltham Centre for Health, to enable modern primary care services to be delivered in areas identified as having high deprivation and health need.
- 5.7.15 A recent completed example was the modern fit for purpose Chiswick Health Centre, which was delivered by NHS property Services in cooperation with the ICB and the Council. The new facility houses three local GP practices and will deliver a range of primary and community local services. The delivery of the health centre was facilitated through the securing of strategic CIL.
- 5.7.16 Further projects include the introduction of other healthcare 'virtual' hubs based in need areas, including Cranford and Bedfont.
- 5.7.17 The infrastructure requirements for the projected growth in the Local Plan review are estimated based on the projected population during the planned period. Hounslow's population projections for the Local Plan were adopted from the GLA's data. According to the GLA, the population is expected to increase by around 33,000 during this period. While alternative methods may be used to assess the impacts of large-scale development on healthcare infrastructure, the adoption of the GLA's population projection data is appropriate for the evidence base of the Local Plan review.
- 5.7.18 The current Health Building Note 11:01: Facilities for Primary and Community Care (HBN 11-01) provides guidance on the floorspace required in primary care facilities and can help determine the healthcare floorspace needed to mitigate the residential population.
- 5.7.19 Combining the projected population growth with the requirements in HBN11-01, this results in a floorspace requirement of approximately 2,830 sqm for primary care facilities. To support the proposed growth and deliver sustainable development, the Council will need to ensure that health infrastructure is given appropriate weight when allocating CIL or securing s106 contributions from major developments.

West Middlesex University Hospital

5.7.20 West Middlesex University Hospital will continue to be a Local and Major hospital with A&E and UCC, managed by the Chelsea & Westminster NHS Hospital Trust.

5.7.21 The Trust has an ambitious plan to modernise the entire West Middlesex Estate, improving the clinical environment, promoting further health care facilities and bringing some commercial and residential use onto the Site as part of a 'Health Campus' future vision. The site development will address the significant increase in local population and demand for health services anticipated over the next 20 years, arising from increased LB Hounslow supported investment and growth in the area, coupled with the complexities of an aging local population. The Site Masterplan will:

- Provide additional clinical services on a 'care closer to home' basis
- Develop a campus approach on the West Mid site that can host extended health and care facilities in line with all local partners' ambition on Integrated Care
- Provide extensive housing and accommodation on the site to support recruitment and retention of health and care keyworkers; and
- Fundamentally support a step change in post covid recovery and local regeneration

5.7.22 Phase 1 one of this plan has been realised, with the development of the Ambulatory Diagnostic Centre (ADC) as supported by LB Hounslow's Planning Department with the granting of permission in November 2023. The ADC is part-way through construction, with planned completion in Autumn 2026. The opening of the build releases currently occupied space on the Site, to be further developed as part 2 of the Site Masterplan. The phases of the plan are outlined below:

- **Phase 1** – New Ambulatory Diagnostics Centre
- **Phase 2** – New multi-story parking, connected to the main hospital building unlocks space for wider development
- **Phase 3** – New Administration Centre which, upon completion, will provide additional clinical space within the main hospital buildings;
- **Phase 4** - New Women Centre providing specialist maternity facilities, additional theatre capacity for day-case procedures in obstetrics and gynaecology with a direct link to the main hospital;
- **Phase 5** – New residential quarter at the site of the former maternity unit;
- **Phase 5a** - New residential development on the Percy House site.

Infrastructure costs

- 5.7.23 The ICB works with a range of healthcare partners to undertake its commissioning role. This includes the NHS government-owned property companies (Community Health Partnerships and NHS Property Services), to help coordinate spatial planning and health care provision in London. This collaboration can help inform and plan the infrastructure costs required to support the delivery of the Hounslow Local Plan priorities.
- 5.7.24 Based on the proposed growth and using HBN 11-01 as a basis for the assumptions, the ICB estimates that to support the new growth, the primary care services will need an additional 2,830 sqm of healthcare floorspace to ensure the proposed growth is sustainable.
- 5.7.25 The additional floor space could be provided in the form of a new-build primary care-led health centre or through the extension and refurbishment of existing health facilities. Based on current benchmark cost studies, the primary care contribution could range from £16.7m to £21.7m over the planned growth period, depending on the mitigation measure required by the ICB.

Funding sources

- 5.7.26 In Hounslow, the population size has increased by 13.5%, from around 254,000 in 2011 to 288,200 in 2021 (Census 2021). This increase in population has put substantial stress on the existing primary care infrastructure. In addition, the proposed growth will add further stress to already overstretched primary care services. If the new development doesn't contribute towards mitigating its own impacts through both CIL and s106, the primary care services will not be able to provide adequate services required for the new residents.
- 5.7.27 Therefore, development and health infrastructure provision will have to be coordinated to ensure that growth in the Borough is supported by the provision of appropriate health infrastructure needed to maintain and improve quality of life and respond to the needs of the local community. As per Local Plan Policy C13, Health Facilities and Healthy Places where a Health Impact Assessment (HIA) is carried out and significant impacts are identified, measures to mitigate the adverse impact of the development will be provided and/or secured by planning obligations.
- 5.7.28 Development will provide, or contribute towards the provision of:
- Measures to directly mitigate its impact, either geographically or functionally, which will be secured through the use of planning obligations;
 - Infrastructure, facilities, and services required to support growth, which will be secured through a mix of ICB, NHS property company and other capital funding sources (e.g. government grants). Additional gap funding through CIL for Hounslow will be sought.

5.7.29 Planning obligations may be sought from any development, when necessary, irrespective of size that has an impact requiring mitigation that is directly related and fairly and reasonably related in scale and kind. The ICB may request CIL to mitigate the impact from the cumulative effects of permitted development.

5.7.30 The requirement for a contribution towards healthcare infrastructure from new development will be determined by working with the ICB and other key stakeholders as appropriate, in accordance with the following process:

- Assessing the level and type of demand generated by the proposal.
- Working with the ICB to understand the capacity of existing healthcare infrastructure and the likely impact of the proposals on healthcare infrastructure capacity in the locality.
- Identifying appropriate options to increase capacity to accommodate the additional service requirements and the associated capital costs of delivery.
- Identifying the appropriate form of developer contributions.

5.8 Transport

- 5.8.1 Improving transport networks is key to unlocking development and growth across the Borough. As set out in the Hounslow Transport Strategy 2025, it is the Council's vision that travel is safe, inclusive, efficient, and healthy, green and clean. Therefore, the primary aim of transport infrastructure improvements is to increase public transport use and promote active travel. This includes providing new and improved infrastructure for safe and convenient travel by all modes of transport. Promoting active and sustainable travel will help to reduce the carbon emissions from vehicles on our strategic and local road network and improve the environment. In the current 2025 Hounslow Transport Strategy, the Council has committed to reduce transport related CO2 emissions from 249,400 tonnes per annum 2023/24 to 77,700 by 2041. That is a 73% decrease by 2041. The infrastructure proposals outlined in the following sections will help the Council achieve this.
- 5.8.2 A focus on the Great West Corridor and Heathrow Opportunity Areas particularly is required to bring strategic growth opportunities to Hounslow and north-west London. Significant strategic transport interventions are needed and planned here, including improved transport links to Heathrow Airport, the West London Orbital and other key employment destinations.
- 5.8.3 Equally important is the creation of new residential and commercial quarters with high quality public realm, pedestrian and cycle connectivity and public transport links. Improving sustainable transport infrastructure to serve our most deprived areas and those areas with poor public transport accessibility is also essential to link residents to key destinations. The Council has identified a number of Equal Opportunity Clusters where improved public transport has been identified as key to reducing levels of deprivation.
- 5.8.4 The updated 2025 Transport Strategy aligns closely with the Local Plan and London Plan aspirations for growth. The document is structured through 4 Focus Areas to prioritise transport into the most efficient and sustainable modes – these Focus Areas will also structure this section of the IDP. To best address these areas, the Council has developed a travel hierarchy prioritising walking and wheeling, cycling, and public transport which will necessitate the delivery of additional and improved walking, wheeling and cycling infrastructure, as well as expanded and improved public transport networks. Therefore, the identification of key transport infrastructure projects in the IDP, and use of Community Infrastructure Levy (CIL) funding to complement other funding sources such as TfL will be essential to enable delivery of these projects.

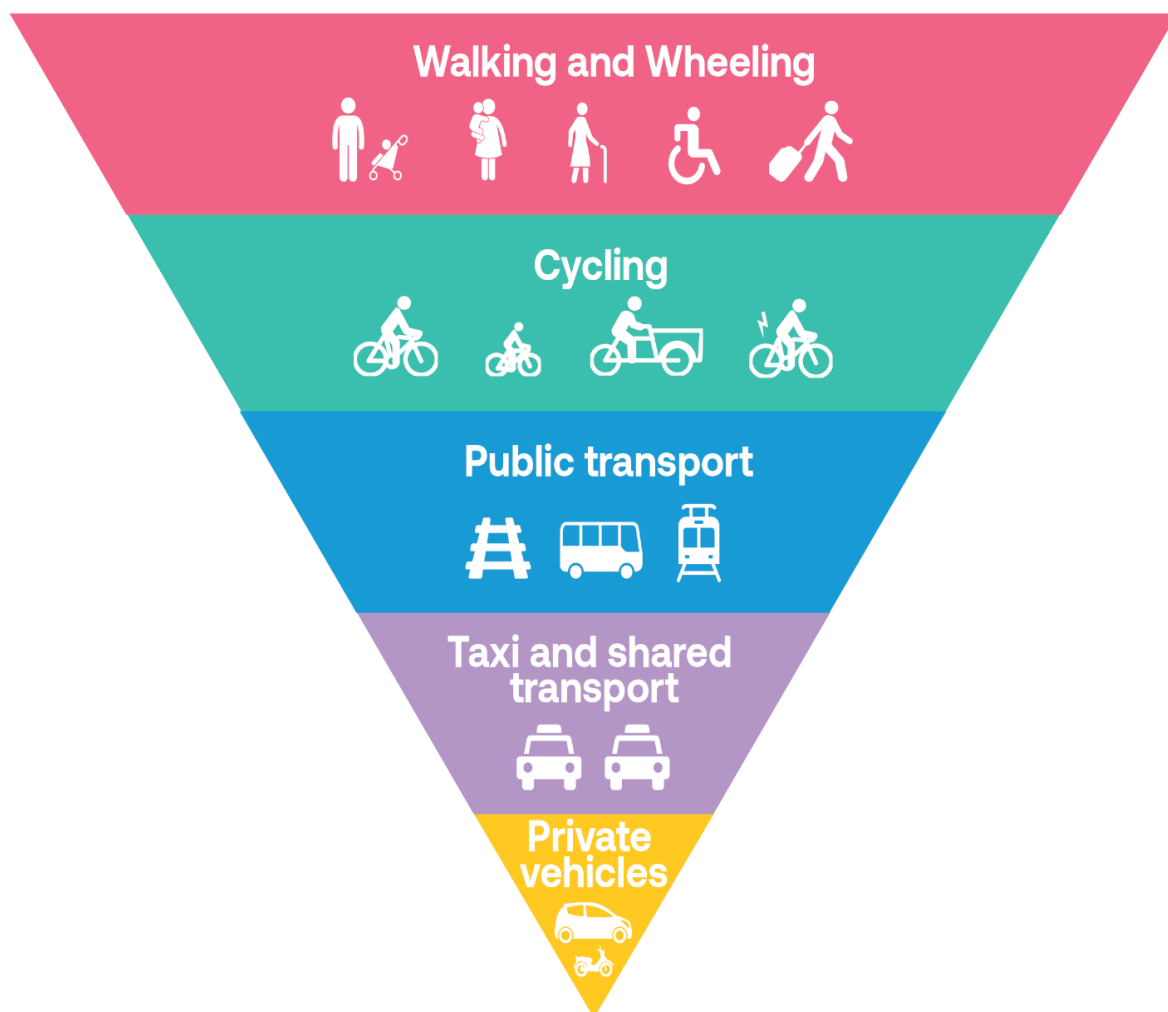


Fig 5.8.1 Hounslow's Transport Hierarchy, prioritising walking, wheeling, cycling and public transport; Source LB Hounslow Transport Strategy 2025.

Focus 1: Enable Safer, More Inclusive and Accessible Journeys

Road Network and Safety

5.8.5 Many journeys within the Borough are made using the road network – with a total of 36% of trips made by motor vehicle, a further 17% are made by bus or bike, also using the road network. Pedestrian safety is also a priority, walking and wheeling is the most popular mode of travel in the borough, accounting for 37% of all trips, ensuring we have safe, well connected pedestrian routes is a priority. The number of journeys undertaken in motor vehicle contributes towards the high levels of air and noise pollution in Hounslow, leading to poor health outcomes. Progress towards the Mayor's Vision Zero target will also necessitate further investment in creating a safer road network.

Current Provision

- 5.8.6 The Borough has an extensive road network, with one motorway (M4), a number of strategic roads, and many local roads. While not responsible for motorways or strategic routes, the Council is responsible for maintenance of local and access routes across the Borough.
- 5.8.7 TfL maintains and is responsible for the Transport for London Road Network (TLRN), bus services, Underground and Overground services. National Highways is responsible for the operation and maintenance of the M4 motorway and all associated structures. The Borough has responsibility for the development, maintenance and funding of roads and structures which do not form part of the TLRN (the majority throughout the Borough). In 2013, Hounslow Highways secured a 25-year PFI contract with Hounslow Council to carry out all maintenance for roads not under the portfolio of TfL and Highways England.
- 5.8.8 Travel in the borough is changing, private vehicle use has decreased from 47% in 2017 to 36% in 2023/2024 (LIP MTS Outcomes Pack) and the borough needs to have the right infrastructure in place to support and enable this change.
- 5.8.9 The 2025 Transport Strategy states that the Council's objectives are for a transport network that is healthy, clean and green; safe; inclusive; and efficient. The interventions proposed by the Council within the strategy seek to reduce transport related carbon emissions and hence contribute to climate change mitigation, whilst also improving air quality and public health outcomes by encouraging more active travel. The Transport Strategy aligns with the Mayor's Transport Strategy Outcomes 1-4 which aim to promote active travel, improve safety and security, and lead to reduced traffic and increased efficiency on London's streets.
- 5.8.10 As the population grows additional pressure will be placed upon existing road infrastructure across the Borough unless the road network is improved. There is limited scope for significant traffic capacity improvements, so the Council is working to improve junctions and other locations to relieve traffic hotspots and improve road safety; providing bus priority and other infrastructure improvements, improving cycling, walking and wheeling provision.
- 5.8.11 The Council is working with key project partners to meet these objectives through its approved LIP delivery plan which includes programmes for road safety education and engineering, cycling networks, bus priority, and promotion of active travel.

Future Growth

- 5.8.12 In accordance with Mayoral requirements for the LIP, the Council has an approved 3-year capital delivery programme which is due to be renewed for 2025/26, 26/27, 27/28. The current programme is divided into two parts, the first funded largely by TfL and second using Council funding.

5.8.13 The current and future delivery plan focusses on:

- Improved pedestrian routes including new crossings, drop kerbs and wayfinding improvements.
- Continued delivery of the Priority Cycle Network, in particular the westward extension of C9, Route 5 on Staines Road, Route 6 on Bath Road and Route 7 on Southall Lane.
- Delivery of wider cycle and cycle parking improvements.
- Delivering a programme of targeted road safety engineering projects, based on findings of a road safety review undertaken in 2023.
- Funding to progress strategic transport schemes in the Borough's two opportunity areas and to support step free access schemes at rail and tube stations.
- Funding for Council's parking management programme and deliver charging facilities for Electric Vehicles.
- Delivery of People Friendly Streets building on the Liveable Neighbourhood projects already delivered in the Borough.

5.8.14 In addition to the capital programme, the Council also delivers key road safety education, training and publicity and sustainable transport promotion programmes. This includes activities such as drink driving campaigns, adult and child cycle training and school travel planning. It also funds partnership projects with Public Health to promote active travel.

Increased Accessibility at Rail Stations:

5.8.15 In order to deliver more accessible public transport journeys for all Hounslow residents, the Council is working with key partners to improve access to stations throughout the Borough and has recently funded the delivery of step-free access at Syon Lane and Isleworth stations. Further funding has been secured to support the development of step-free access at both Gunnersbury and Kew Bridge stations and the Council is committed to creating a step-free rail network at the earliest opportunity. The Council is also working with TfL to bring forward proposals at Hounslow West and a study for Turnham Green Underground Stations, with TfL to bring forward proposals at Hounslow West and a study for Turnham Green Underground Stations.

5.8.16 The Council has undertaken a study to identify measures needed to make all stations in the Borough accessible, including routes to and from them and is now looking to deliver these improvements.

5.8.17 This is important from an equality point of view; such provision will also improve the entry, exit and interchange access for able-bodied passengers. The Council has focused on provision of such facilities on the Hounslow Loop stations as the density of development has been higher around these and therefore need is more acute. Brentford and Feltham already provide step free access, and the service is working towards achieving a fully accessible Hounslow Loop by 2041. Step-free access to the tube network also remains a priority; Osterley Station was recently made step-free by TfL and the Council is working with TfL to bring forward proposals for Hounslow West and other stations on the tube network.

Focus 2: Develop Healthy Places So People Can Live Well

5.8.18 Transport plays a key role in enhancing public health and the quality of life of the Borough's residents as we can address several interconnected goals including reducing air pollution by prioritising greener, sustainable transport options, improving access to essential services via sustainable and active travel modes, and investing in infrastructure to support active and sustainable travel.

5.8.19 Many short trips which are currently made by car could be made by other modes if the right infrastructure is in place. In 2025, the Council is consulting on a Walking & Wheeling Action Plan which will set out priorities for pedestrian movement, which supports the Transport Strategy, and is also producing a Public Realm Design Guide. Improving public realm and promoting pedestrian movement through infrastructure investment aligns with Local Plan Objectives set out in Policy EC2 – Developing A Sustainable Transport Network. Helping to secure a more sustainable local travel network that maximises opportunities for walking, cycling and using public transport, reduces congestion, improves the public realm, facilitates carbon reduction and air quality improvement and improves health and well-being.

5.8.20 The 2025 Hounslow Transport Strategy outlines the Council's commitment to encouraging walking and wheeling through the transport hierarchy and improving road safety. It is intended to achieve this by improving walking networks including public footpaths such as the Thames Path and London Loop. This will help to promote sustainable travel to schools, businesses and other key destinations helping to reduce traffic and air pollution. Encouraging more walking and wheeling trips, where possible, particularly for shorter journeys, and providing the right infrastructure for people to do this will help to reduce the number of car journeys. In turn, this will free up road capacity for those who do need to travel by car.

Active Travel including Cycling

5.8.21 The delivery of high quality, safe and legible cycle lanes and supporting cycle infrastructure is a key component of Policy EC2 in the Local Plan, and the Transport and Connectivity policies in the Emerging Local Plan 2020-2041. The outlined Transport Hierarchy supports Outcome 1 of the Mayor's Transport Strategy (2018), which sets out the Mayor's objective of making London a city where people choose active modes of travel such as walking and cycling more often. The Transport Strategy includes the Council's commitment to creating a high-quality network of cycle lanes - the 'Hounslow Priority Cycle Network' - that will help encourage people to leave the car behind for local trips.

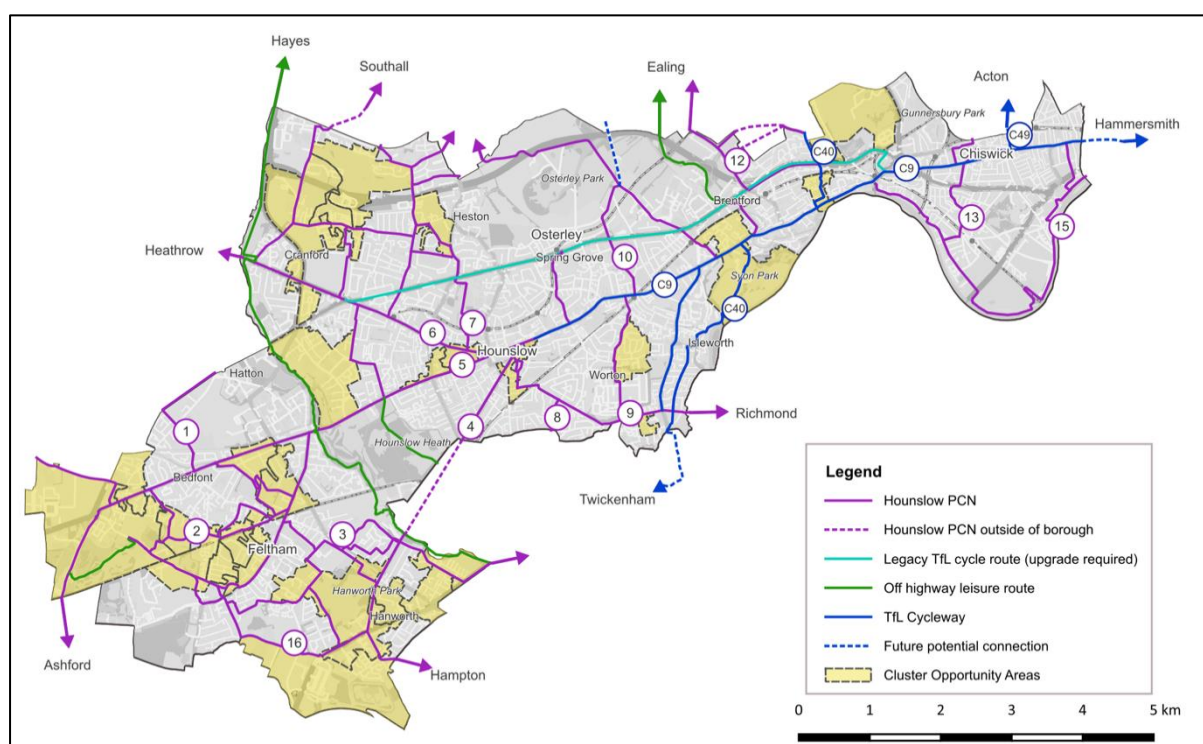


Figure 5.8.2 Hounslow Priority Cycle Network

Current Provision

5.8.22 There are many areas across the Borough where cycling infrastructure is already provided, including delivery of some PCN routes and Cycleway 9. C9 is the east-west spine along the A315 from Chiswick to Brentford, with a future extension to Hounslow scheduled for consultation. Delivery of segregated cycle lanes on PCN Routes 1, 5, 6, and 7 is also underway. PCN Route 11 (C40) has also been delivered linking Brentford to Twickenham as has Route 49 linking Chiswick to Acton.

- 5.8.23 In the east of the Borough there are off-carriageway cycle lanes along the A4 Great West Road, dedicated lanes along Brentford High Street and London Road, and segregated facilities on Boston Manor Road. In the west of the Borough there are segregated cycle lanes on part of the A314 Hanworth Road, A30 Great South West Road, and the A315 Staines Road west of the Clockhouse Roundabout and between Hounslow West and Hounslow Heath, and along the A312 Parkway in Cranford. Although there are many cycle lanes throughout the Borough, many are disjointed and/or in need of improvement to make them safe and attractive to existing and potential cyclists. The increase in cycling as a result of the delivery of C9 is a prime example of this.
- 5.8.24 In addition to these routes, there are other leisure routes through parks and along our rivers and Grand Union Canal. Secure cycle parking facilities have been implemented across the Borough, including in key visitor locations and for residents. The Council also provides free cycle training in schools and for adults to provide residents with the skills to use this infrastructure.

Future Growth

- 5.8.25 TfL's Strategic Cycling Analysis Report (SCA) demonstrated that there was considerable potential for improving cycle infrastructure in the Borough in order to increase the number of people cycling. TfL have committed to working closely with the Council to develop proposals for improved cycle infrastructure including new connections and extensions to existing routes.
- 5.8.26 The Priority Cycle Network was reviewed as part of the 2025 Cycling Action Plan that sits alongside the Transport Strategy. As well as priority routes, this work identifies a wider network linking the PCN to communities and other key destinations which will be essential in filling in the gaps across the Borough
- 5.8.27 A number of schemes have already been designed and are being implemented, such as continuing work on PCN Routes 1, 5, 6, and 7 which are being delivered in phases. The review of the PCN network will ensure that the network is expanded to fill any gaps with high quality and safe cycle infrastructure to encourage and enable safe cycling connections across the Borough and to key destinations in neighbouring boroughs including Ealing, Southall, Twickenham and Richmond as well as Heathrow Airport.

Micromobility

- 5.8.28 There is currently an e-bike rental scheme operating within the Borough. These bikes are located in dedicated bays sited across the Borough allowing residents to rent bikes to travel within and outside of the Borough.
- 5.8.29 It is currently not possible to rent e-scooters within the borough, as the Council is not participating in the pan-London trial. However, neighbouring boroughs are participating, and TfL is looking to procure a pan-London contract that covers both e-bikes and e-scooters.
- 5.8.30 The Council is currently trialling e-cargo bike rental in Chiswick, with the potential for this to be expanded across the borough, providing an alternative way to transport goods without using a car or van.

Focus 3: Improve Our Local Environment and Respond to the Climate Emergency

5.8.31 As recognised by the 2019 Hounslow Council Climate Emergency Declaration, the Council has a responsibility to adapt to the changing environment, minimising our impact and mitigating against the worst aspects of climate change. In order to do this, we must prioritise achieving a cleaner and greener future and this vision runs through all the Focus Areas of the Transport Strategy.

5.8.32 The key areas through which this change will be achieved are through upgrades to walking and wheeling and cycling networks (covered in Focus Areas 1 & 2 of this document), and the provision of mobility hubs and the expansion of our electric vehicle (EV) charging network, both of which are covered in this section.

Mobility Hubs

5.8.33 Mobility Hubs provide seamless integration between different modes of travel and freight. They can help make it easier to travel, encouraging more people to walk, wheel, cycle or use public transport. There are already examples of mobility hubs in the borough however further opportunities will be explored through the life of the Transport Strategy.

Electric Vehicles

5.8.34 While the transport hierarchy prioritises walking and wheeling, cycling, and public transport, the Council recognises that these forms of travel are not suitable for all people or all journeys. As a result, reducing the carbon footprint of the borough's private vehicles will be vital in achieving our goal for net zero.

Current Provision

5.8.35 Hounslow Council has installed over 400 public, on-street EV charging points in residential areas, town centres and public car parks. In Spring 2024, dedicated EV charging bays were introduced next to all existing charge points within the borough. These initial steps have helped to support the rapid growth of EVs registered in Hounslow, with an increase of 46% between June 2022 and June 2023.

Future Growth

5.8.36 The Electric Vehicle Strategy aims to introduce a further 2000 charging points by May 2026, this will help ensure that we have the infrastructure to support the transition to EVs.

Focus 4: Support a Fairer, Growing Borough by Improving Sustainable Travel

5.8.37 As the population of the Borough is expected to continue growing, a strong transport network will be key to supporting a sustainable economy, fostering inclusive growth and retaining talent.

5.8.38 As a borough, access to transport varies noticeably, the four town centres benefits from multiple travel choices including frequent services and denser networks whilst other areas have limited choices available such as North Hyde, Cranford, Hanworth and Lower Feltham. This is recognised through the work on the Equal Opportunity Clusters and recognise that transport investment can help support further opportunities for these communities.

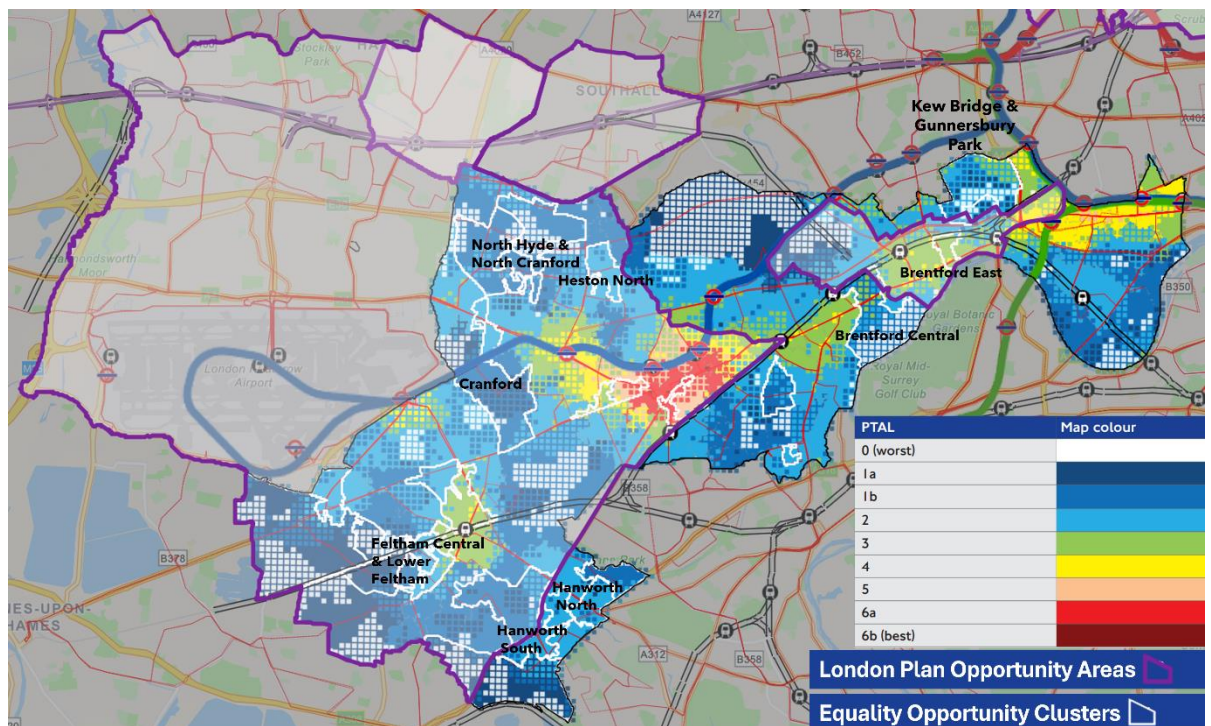


Fig 5.8.4 Public Transport Accessibility Levels (PTAL) in Equal Opportunity Clusters

5.8.39 The five key areas that have been identified for tackling transport inequalities are:

- North Hyde and North Cranford (Cluster 4),
- Hanworth North (Cluster 1).
- Cranford & Heston North (Cluster 7),
- Feltham Central & Lower Feltham (Cluster 8),
- Hanworth North & Hanworth South (Cluster 9)

- 5.8.40 In these areas, enhancing bus services is critical for creating a more equitable transport system. For many residents, particularly those on lower incomes, buses represent the primary – and often only – means of accessing education, healthcare, employment and supermarkets.
- 5.8.41 There is also historic problem in the borough due to the severing impact of major roads such as the M4, A4, A312, A316 as well as railways and rivers. A number of schemes to address severance have been identified across the Borough, including a package of healthy streets improvements and connectivity for the Great West Corridor but all areas of severance need improvement. This includes a number of narrow railway bridges across the Borough which need improved pedestrian and cycle infrastructure, especially for those who require step-free access.

Public Transport

- 5.8.42 The Borough is served by a variety of public transport services. The public transport network consists of bus services, TfL Underground Piccadilly and District Lines, London Overground services and national rail services. South Western Railway is the current operator responsible for the rail services operating on the Hounslow Loop and Windsor Lines (connecting Feltham, Hounslow, Isleworth, Brentford, Kew Bridge and Chiswick to Waterloo).

Current Provision

- 5.8.43 Public transport accessibility varies across the borough, with town centres being well served by bus and rail networks, while other areas rely on only bus services.
- 5.8.44 The Borough has an extensive bus network, focussing largely on major routes and linking town centres. In the west of the Borough regular bus services run along the major roads and link Hounslow and Feltham town centres and surrounding neighbourhoods to Heathrow Airport. The airport acts as a hub for local bus services that serve the airport with bus services running to T4, T5 and the Central Bus Station. However, many residential areas in the west of the Borough are poorly serviced by public transport and many residents who work at the airport find it difficult to travel to work by public transport. The Council is working with Heathrow Airport Ltd and TfL to improve bus services across the area and ensure that residents working there have genuine options on how they get to work.
- 5.8.45 In the east of the Borough, regular buses run through or parallel to the Great West Corridor, with bus routes such as the E8 and 235 traveling into Hounslow from Brentford, the 237 running from Shepherd's Bush to Hounslow Heath, and the N9 providing night service from Aldwych to Heathrow Terminal 1,2,3, & 5 via Brentford High Street. The H91 is the only bus running along the length of Great West Road. There are several north/south routes that cut across the Great West Corridor, including the 65 along Ealing Road and the E2 from Ealing to Brentford Lock and Commerce Road via Half Acre/Windmill Road.

- 5.8.46 The Borough is served by regular trains from London Waterloo to Reading and Windsor via Feltham, and also by services on the Hounslow Loop. The Hounslow Loop Line links Chiswick to Hounslow via Kew Bridge, Brentford, Isleworth, and Syon Lane stations. This line also links more widely to London Waterloo, Clapham Junction, Richmond and Twickenham.
- 5.8.47 Currently, there is no train service to Heathrow Airport from Feltham, or from the Windsor Line but there are local bus services to the airport.
- 5.8.48 The Borough is served by the London Underground District and Piccadilly Lines. The District Line serves Stamford Brook, Turnham Green, Chiswick Park, and Gunnersbury stations in the east of the Borough. The Piccadilly Line serves Boston Manor, Osterley, Hounslow East, Hounslow Central, and Hounslow West and further to Hatton Cross and Heathrow Airport. Some early morning and late evening services stop at Turnham Green station.
- 5.8.49 London Overground services link Richmond to Gunnersbury and then to Acton and Willesden Junction and Stratford. However, rail services are focused on providing access to central London, therefore there is a lack of orbital connectivity, particularly to the north.
- 5.8.50 The Council is working with key partners to improve access and ease congestion at rail and Underground stations across the Borough. The Transport Strategy sets out the Council's ambition for all stations to become step-free by 2041 and recently Syon Lane, Isleworth and Osterley stations have had lifts installed. The Council has focused on provision of such facilities on the Hounslow Loop stations as the density of development has been higher around these and therefore need is more acute.

Future Growth

- 5.8.51 To achieve sustainable growth and development in Hounslow will require investment in active travel and public transport infrastructure. It is increasingly difficult to provide more road network capacity so there will be increasing reliance on ensuring as many journeys as possible are made by modes other than the car, reflected in the transport hierarchy. Providing and improving active travel and public transport infrastructure, giving people more choice on how they travel, will help to free-up road capacity for those who need to travel by car. Providing better infrastructure within the Borough, and to and from neighbouring boroughs and within the sub-region will ensure that the Borough is well placed strategically to deliver more homes and jobs. This is particularly important in our Opportunity Areas.

Bus Improvements and Connectivity

- 5.8.52 Improving the bus network in Outer London Boroughs is an objective of the Mayor's Transport Strategy (2018). As shown by the PTAL map, much of the Borough has poor accessibility to public transport and there is limited access to tube and rail networks. Many residents, therefore, rely on buses to travel to key destinations. Improving bus service connectivity and boosting public transport infrastructure, therefore, is an essential component for the inclusive, sustainable growth of our Borough.
- 5.8.53 The improvement of orbital bus routes in particular across the Borough is a key priority in the Transport Strategy, as is ensuring that bus routes connect communities with key destinations.
- 5.8.54 Implementation of measures that improve bus journey time reliability (for example through new or enhanced bus lanes and other bus priority measures, targeted parking restrictions on bus routes etc.) and bus stop accessibility will be essential to increasing bus use.
- 5.8.55 The need for improved bus connectivity is particularly acute in the 10 identified Equality Opportunity Clusters in the Borough, where improvements to public transport links have been identified as key in reducing deprivation. These areas are characterised by limited access to essential services like GPs and Ofsted rated 'good' or 'outstanding' childcare via public transport. For example, in Cranford, 1 in 4 residents travel to work by bus (2021 Census). Yet very few of the same residents would be able to reach a hospital within 30 minutes on public transport. This disconnect highlights the systemic nature of transport inequality and its far-reaching impacts on health, employment, and overall quality of life.
- 5.8.56 The two London Plan Opportunity Areas in the Borough, and the majority of Equality Opportunity Clusters have low PTAL scores. Improving bus service connectivity and boosting public transport infrastructure is an essential component for the inclusive, sustainable growth of our Borough.

Great West Corridor Opportunity Area Bus Connectivity

- 5.8.57 To further support growth in the Great West Corridor, the Council is working in partnership with TfL to improve the frequency and efficiency of the bus network to and through the Corridor. Options for increased bus routes, a dedicated bus lane, and increased frequency of services have been explored through the GWC Opportunity Area Strategic Transport Study carried out in partnership by the Council and TfL. This assessment also forms part of the Local Plan evidence base.

Heathrow Opportunity Area Bus Improvements

5.8.58 Improvements to bus access to Heathrow Airport are important to connect both employees and passengers to the airport, providing a clear alternative to driving. Improvements should include:

- New bus routes to connect employees to the airport.
- Turn up and go bus services for all airport bus routes including late night and early morning services.
- Euro VI minimum fleet.
- Bus priority linked to a new restricted-access southern road tunnel to the Central Bus Station.

5.8.59 Bus services and infrastructure also need to improve across the wider area. A large number of people are employed across the area in the supply chain for the airport. These businesses are often located in areas with low PTAL scores so improved bus services and infrastructure will ensure genuine choice in how people travel to work. Many businesses are shift-based so early morning and late-night services need to be provided.

5.8.60 With a few exceptions, the west of the Borough generally has low PTAL scores so improvements to bus services in the wider area, linking communities to jobs and other key destinations is essential.

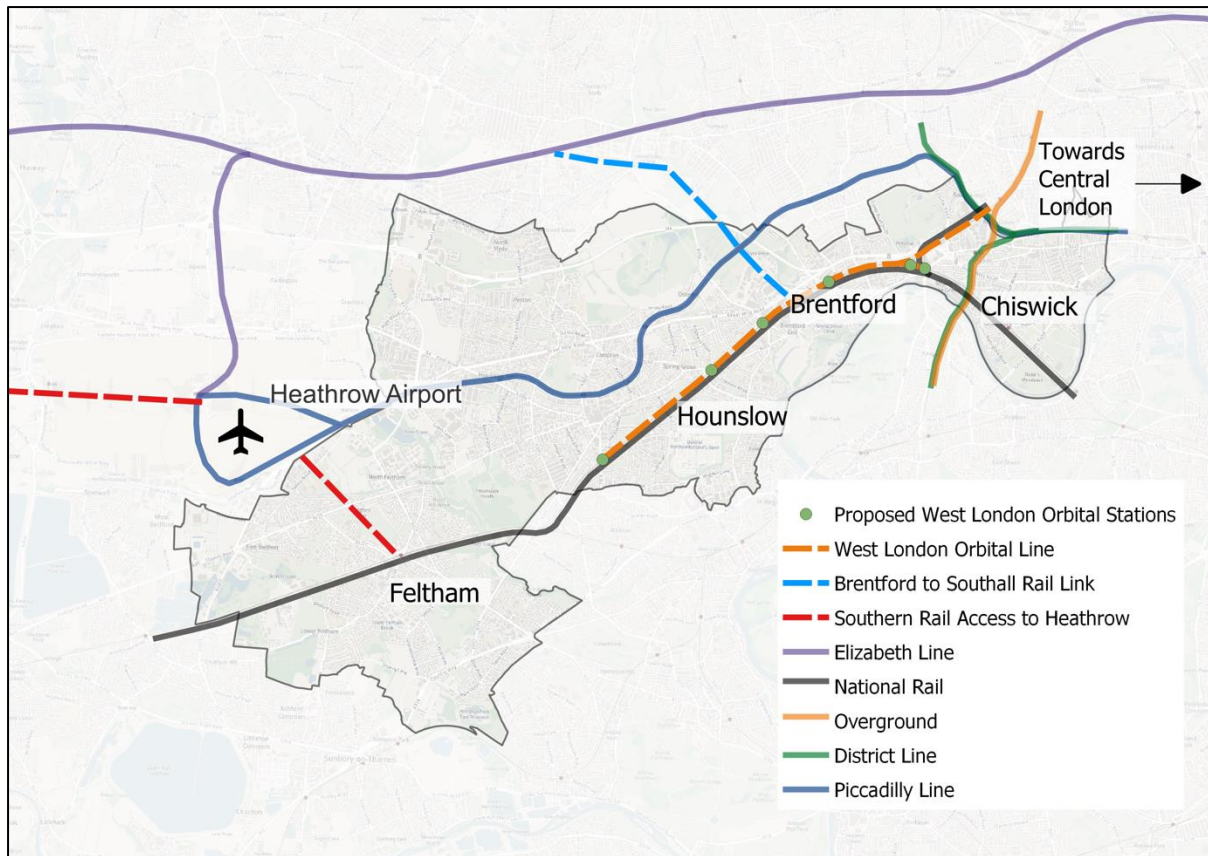


Fig 5.8.6 Proposed new rail links in the Borough

Rail Network Improvements

West London Orbital Line with a Station at Lionel Road

5.8.61 The West London Alliance (WLA) along with the GLA and TfL are promoting an extension of the London Overground to Hounslow – the West London Orbital line. This rail line would be an extension of the Overground from Hendon and West Hampstead to Hounslow via the ‘Dudding Hill Line’ and calling at Brentford, Syon Lane, Isleworth, and a new station at Lionel Road (Figure 5.8.4) serving east Brentford. This rail line would connect with the Elizabeth Line and HS2 at Old Oak Common.

5.8.62 Communities living in Equality Opportunity Cluster 2 (Brentford Central, Ivybridge & Syon Green) and Cluster 5 (Brentford East, Kew Bridge & Gunnersbury Park) would be within the catchment of the proposed WLO, providing a step-change in access to employment and essential services for our most vulnerable residents.

Brentford to Southall Rail Link

5.8.63 The Council is promoting a new passenger service to connect Brentford (Golden Mile) to Southall using an existing freight line. This service would provide quick access to the Elizabeth Line at Southall from the Great West Corridor, promoting the Opportunity Area as a strategic employment hub and allowing residents of the area easier access to jobs in the wider sub-region and Thames Valley.

Southern Rail Access to Heathrow:

5.8.64 The proposed Heathrow Southern Rail Access with a new station in Bedfont would improve access from Feltham and surrounding areas to the Airport, with direct rail services taking passengers from Feltham Station to Terminal 5, including a stopping service at a proposed station in Bedfont. This will also help to remove passenger car trips from the local road network with passengers able to access the airport directly from central London and the wider south east region via Clapham Junction.

5.8.65 Improved bus access would be required to enhance connectivity from the new station to local neighbourhoods, ideally utilising a new southern road tunnel to the Central terminals area.

Costs and Funding

5.8.66 The 2025 Transport Strategy represents the Council ambition to invest in the Borough/s Transport Infrastructure. Figure 5.8,7 provides a summary of the physical transport changes required, all of the transport interventions noted here require significant resources.

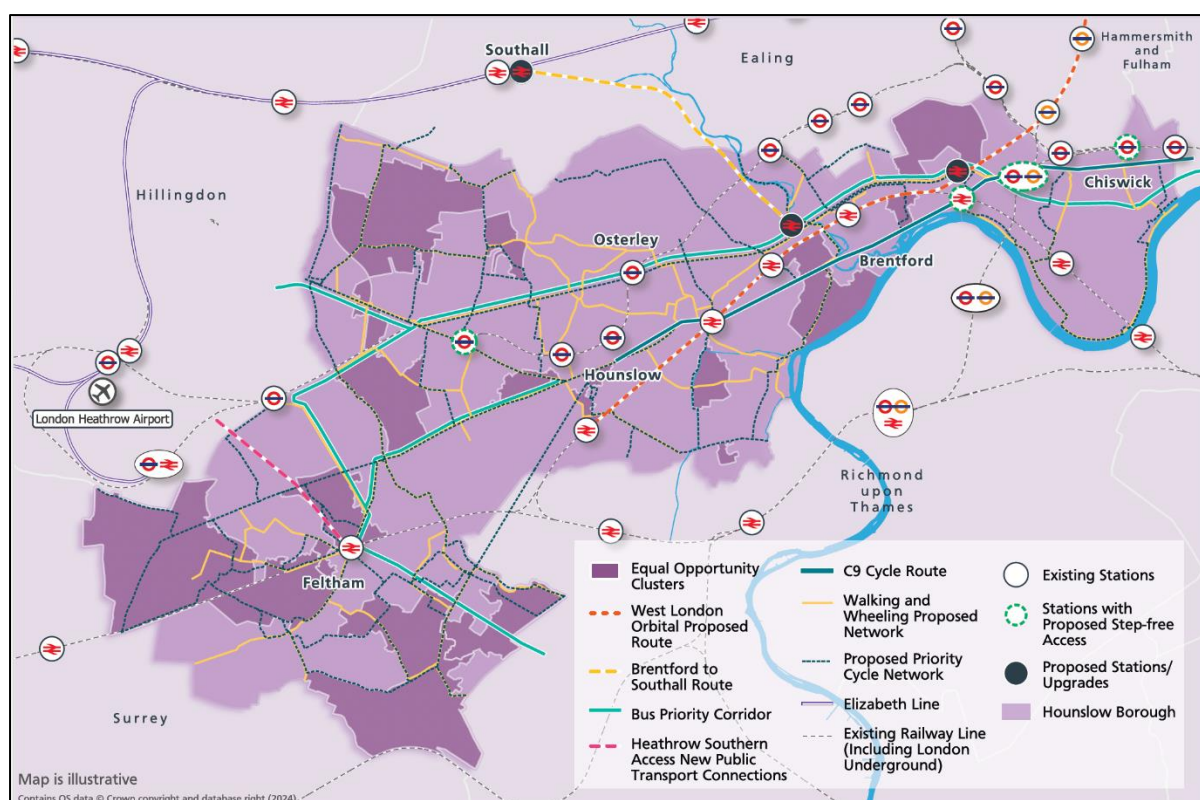


Figure 5.8.7 – Strategic investments map from Hounslow Transport Strategy 2025.

5.8.67 Funding for transport improvements can be obtained from a variety of sources. These include TfL, DfT and SWR grants, s106 agreements and CIL funding. The Infrastructure Schedule (Appendix 1) has detailed information on predicted project costs.

5.8.68 The Council is working with key stakeholders including TfL, Network Rail, and landowners to identify the funding needed to deliver the major strategic public transport infrastructure projects needed in the Borough. The Council continues to maintain close relationships with these stakeholders in recognition of their importance not only in identifying the need and developing the case for new infrastructure but also the vital role partners have in helping to deliver these projects which include:

- Heathrow Southern Rail Access
- Brentford-Southall Rail Link
- West London Orbital and Lionel Road Station
- Rail station accessibility improvements

5.9 Emergency Services and Community Safety

- 5.9.1 Emergency services across the Borough include the London Fire Brigade (LFB), the Metropolitan Police Service (MPS), and the London Ambulance Service.

London Fire Brigade

- 5.9.2 There are three fire stations in the Borough, located in Chiswick, Heston, and Feltham. Two fire appliances are based at Feltham, one fire appliance is based at Chiswick and two fire appliances, and one fire rescue unit (1 of 8 in London) are based at Heston.

Station	Address	Hours
Chiswick Fire Station	2 – 4 Heathfield Gardens Chiswick W4 4JY	24 hours
Feltham Fire Station	101 Faggs Road Feltham NW1 0LH	24 hours
Heston Fire Station	520 London Road Isleworth TW7 4HR	24 hours

Table 5.9.1 Fire Stations in Hounslow

- 5.9.3 However, as a GLA service, fire response operates over local Borough boundaries. In addition to emergency services, London Fire Brigade also operates a Fire Safety Team in the area responsible for 3 London Boroughs (Hillingdon, Hounslow and Harrow), this team is based at Hillingdon fire station and is responsible for ensuring buildings comply with fire safety legislation Regulatory Reform (Fire Safety) Order 2005. The Fire Safety Team is also responsible for responding to fire safety issues on the London Underground, and for enforcing petroleum legislation. Currently, the London Fire Brigade in Hounslow responds to an average of 251 fire calls per month, based on 2024-2025 data.

London Ambulance Service

- 5.9.4 The London Ambulance Service operates under the NHS, with over 5,000 staff located at 70 ambulance stations across the GLA. There are two ambulance stations in the Hounslow Borough, at Feltham and Isleworth. There are also two ambulance stations located just outside of the Borough boundary, in Chiswick and Hanwell, as well as the station dedicated to service at Heathrow Airport. Similar to the fire and police services, the London Ambulance Service operates across the GLA and responds to services across Borough boundaries.

Metropolitan Police Service (MPS)

Current provision

- 5.9.5 The Metropolitan Police Service (MPS) operates in all Boroughs throughout London, overseen by the Mayor's Office for Policing and Crime. As of June 2024, there are 33,767 officers in the MPS. 2023-24 crime levels in the Borough were around the London average with 27,003 crimes reported in the Borough, this is down from 21,749 reported in 2016.

- 5.9.6 Hounslow is part of the MPS West Area Borough Command Unit (BCU), alongside the London Boroughs of Hillingdon and Ealing. Typically, BCU's deal with a number of policing strands, from Response, Investigation (CID), Safeguard, and Neighbourhood Policing, as well as exercising a Leadership and HQ function for the areas it covers.
- 5.9.7 Hounslow has two police stations, Hounslow town centre, and Feltham following the closure of Chiswick. Only Hounslow Police Station is currently open to the public.

Station	Address	Hours
Feltham Police Station	34 Hanworth Road TW13 5BD	Operational, but not open to public
Hounslow Police Station	5 Montague Road TW3 1LB	24 hours

Table 5.9.2 Police Stations in Hounslow

- 5.9.8 Local Neighbourhood Policing Teams, (2 dedicated Police Constables and 1 PCSO) are assigned to each of Hounslow's 22 wards.
- 5.9.9 Hounslow Neighbourhood Policing Teams operate from Feltham, Hounslow and Acton (covers the three Chiswick Wards) Police Stations only.
- 5.9.10 The Hounslow Community Safety Partnership (HCSP) is a partnership group responsible for reducing crime, disorder and substance misuse in Hounslow. The HCSP brings together strategic agencies such as the Council, MPS (West Area BCU), Hounslow district of the National Probation Service, Hounslow NHS Trust, and the London Fire and Emergency Planning Authority.

Future Growth

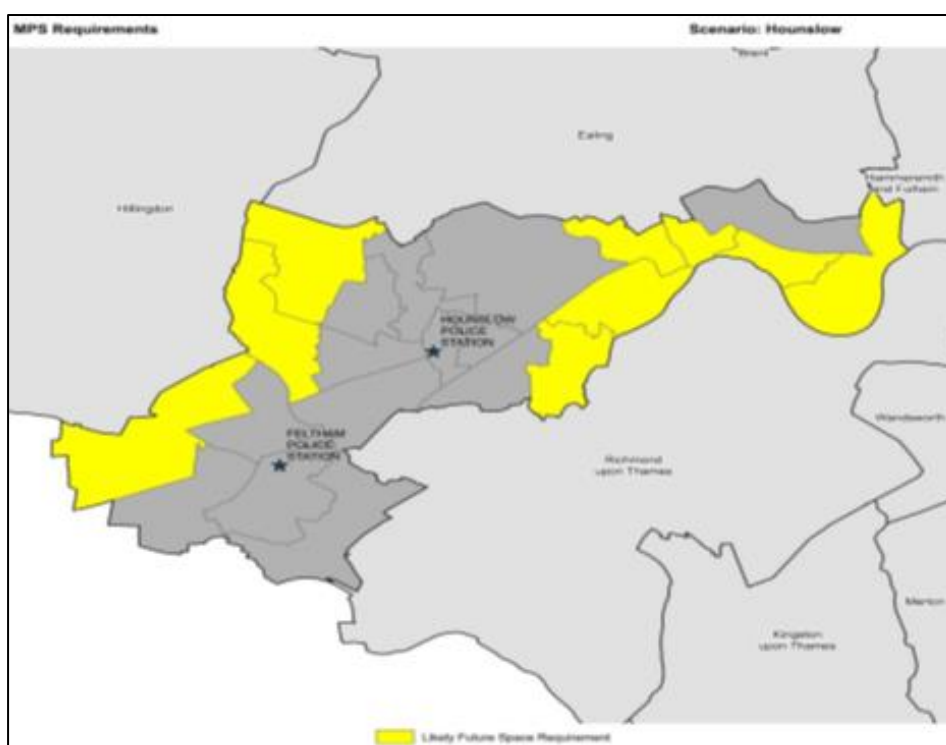
Neighbourhood Police Offices

- 5.9.11 The MPS have identified a potential need for local neighbour police offices in parts of the Borough linked to the additional pressure future development will place on policing infrastructure. To address this, they have developed a model for defining a proportionate level of contribution towards the policing resource generated by new development and will likely seek contributions using this model for development proposals that are referable to the Mayor of London. Areas for use of contributions that have been identified include staff set up costs, vehicles, mobile IT, Police National Database (e.g. licences, IT and telephony) and the provision of police accommodation
- 5.9.12 Applicants proposing referable schemes are encouraged to engage with the Metropolitan Police Service at the pre-application stage to help understand the amount likely to be sought through this modelling and any specific policing infrastructure that might be sought within the scheme itself.

5.9.13 The Metropolitan Police Service requirements in LB Hounslow are shown in the below map, identifying wards where there is a requirement for a new neighbourhood office. Whilst 2 are currently functioning in the borough, there is a need for additional Neighbourhood Police Offices, particularly in locations where the nearest office is over twenty minutes away. Wards where Neighbourhood Office Space are likely to be required are mostly located towards east and southwest of the Borough as shown below:

List of Wards where Neighbourhood Office Space is Likely to be required

- Chiswick Homefields;
- Chiswick Riverside;
- Brentford East;
- Brentford West;
- Syon and Brentford Lock;
- Isleworth;
- Heston West;
- Cranford;
- Bedfont.



Map 5.9.3 Hounslow Wards with likely Neighbourhood Police Space Requirement

CCTV Network in Hounslow

5.9.14 Hounslow has an extensive CCTV network throughout the Borough. This system has recently received upgrades to the CCTV Network, System and Control Room, details of which are below:

- New CCTV Control Room and equipment
- New Command and Control recording platform
- New HD Community Safety CCTV cameras
- New HD Traffic Enforcement CCTV cameras
- New HD Subway CCTV cameras
- New HD Rapid Redeployable CCTV cameras
- New Wireless Radio Network System
- New Housing CCTV cameras

5.9.15 The service currently operates CCTV cameras for Community Safety, Housing and Traffic Enforcement. The number of CCTV cameras in the Borough is: 205 for Community Safety, 800 for Housing and 110 for Traffic Enforcement. The London Borough of Hounslow's CCTV cameras have been upgraded to HD quality to provide better quality images which has enabled improvement of post event analysis of CCTV footage.

5.9.16 The CCTV Control Room currently has two radios: a MET Police radio and an HBAC (Hounslow Business Against Crime) radio which shops along High Street, Hounslow have signed up to in order to be part of the radio scheme. The CCTV Control Room can push live images across to MET Police at Hendon.

Future Growth

5.9.17 In the next years, the council will complete its upgrade of the CCTV system, with the implementation of upgrades in Chiswick. These upgrades are currently delayed due to London-wide issues with BT line provision. In addition, the Council is exploring the possibility of relocating the CCTV control room.

6 Infrastructure Funding

- 6.1 In producing the Draft 2024 Hounslow IDP update, it is important to reference and note current sources of infrastructure funding.
- 6.2 Infrastructure is being delivered in line with the Council's strategic objectives. The Medium-Term Financial Strategy (MTFS) provides the Council with a three-year budgetary framework to allocate capital spending and project revenue. Then MTFS will be used for corporate decision-making and to ensure that the Council is able to optimise a balance between its financial resources and delivery of its key services and priorities.

Capital Programme Funding

- 6.3 Sources of finance for the proposed General Fund capital programme for 2024/25 to 2028/29 are set out in the following table.

Financing	Total Programme 2023/24–2028/29 (£m)
Government grants	26
Other grants and contributions	9
Section 106 contributions	5.7
Capital Receipts	5.9
Community Infrastructure Levy (CIL)	21.4
Borrowing	86.8
Revenue funding (including from earmarked reserves)	19.1
Total - General Fund Capital Financing	173.9

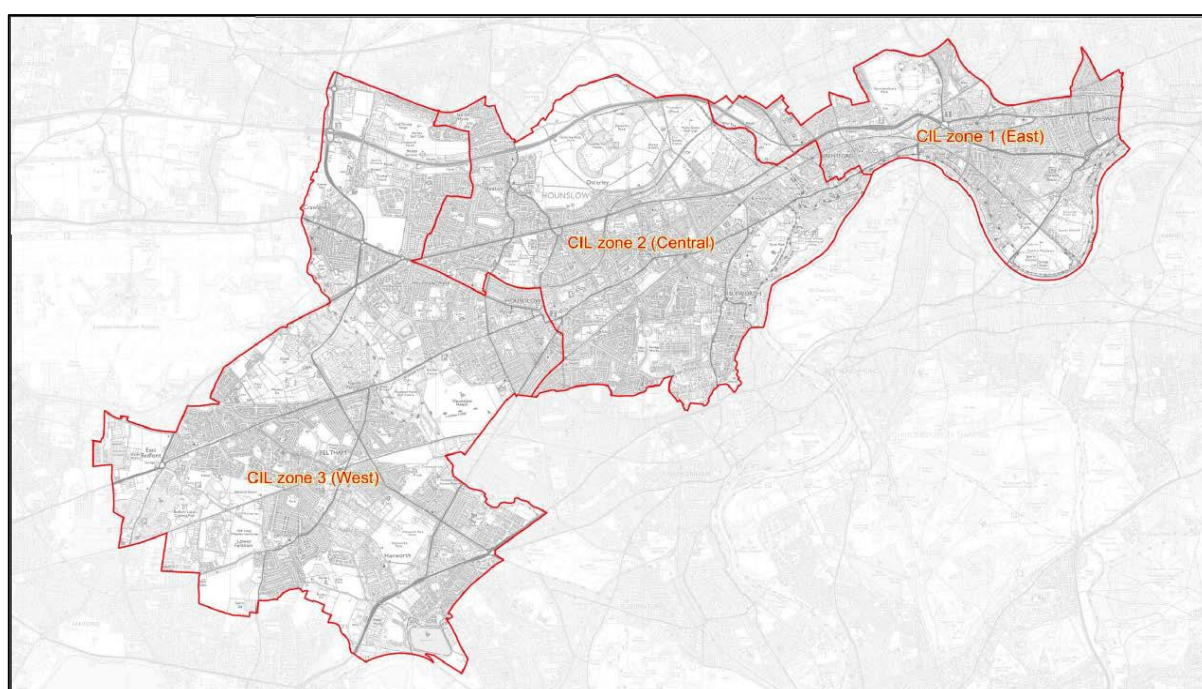
Table 6.1 Sources for Capital General Fund/Capital Programme (Cabinet Report Feb 2025)

Capital Programme Bidding & Management

- 6.4 Projects that do not have specific funding available to access through the capital programme can go through the capital bidding process which allocates funding from capital reserves and asset disposal. This is managed through the Capital Strategy Board to which capital bids are submitted, with further appropriate reporting and decision making by the Cabinet (dependent on size of allocation). Funding for successful bids is released when delivery plans are submitted, and sufficient corporate resources are identified.

Community Infrastructure Levy

- 6.5 The Community Infrastructure Levy (CIL) is one of the two principal ways in which the Council collects contributions from developers for infrastructure provision to support planned development. CIL takes the form of a tariff per m² of additional floor space. The level of the tariff is set by the local authority through the CIL Charging Schedule. Hounslow adopted its charging Schedule in July 2015, supported by the initial IDP prepared in 2015.
- 6.6 The Table below sets out the rates applicable, including indexation up to 2024/25, and the following map shows the charging areas.



Hounslow CIL Rate by Type of Development/Area	Rates as introduced July 2015	CIL Rate adjusted in line with indexation 2024/25
East Area Residential	£200	£302
Central Area Residential	£110	£166
West Area Residential	£70	£105
Convenience Based Retail	£155	£234
All Other Uses	£20	£30

Table 6.2 CIL Chargeable rates in Hounslow/ Map 6.3 CIL Charging Areas in Hounslow

- 6.7 Hounslow, as with other London Boroughs collects the CIL Charge applied by the London Mayor. The Mayor's CIL is a standard charge which applies to most new development across Greater London and is used to help fund Crossrail. It was increased in 2019. The Mayoral CIL 2 charge for Hounslow is £60 per square metre. Hounslow CIL is a standard charge which applies to most new buildings and extensions in the Borough.
- 6.8 There is no legislation that prescribes how long a Charging Schedule should apply once adopted; nor is there any duty in the Planning Act 2008 or the Community Infrastructure Levy Regulations 2010 (as amended) for the schedule to be reviewed.

Government Guidance, however, encourages Charging Authorities to keep their charging schedules 'under review' to ensure the maximum amount of contributions are secured for local infrastructure delivery.

- 6.9 The key benefits of CIL are in both the certainty of cost to developers and flexibility of use it offers to the Council. The CIL rate is set up-front and is then non-negotiable for developers, unlike section 106 (s106) agreements which are negotiated on a site-by-site basis. Furthermore, there is flexibility for the Council to spend the receipts on any infrastructure (as defined in the Planning Act 2008, s216 (2) needed to support growth in the area.
- 6.10 In Hounslow CIL is proportioned and allocated using the following approach: 80% is spent on strategic infrastructure to support development and growth. In Hounslow, infrastructure providers (internal & external to the Council) are invited to make bids for funding on an annual basis. 15% of the sum is allocated to the neighbourhood or local CIL. This has greater flexibility and may be spent on a wider criterion, although still linked to development and growth. In Hounslow, Local CIL is administered through the Thriving Neighbourhoods funding. 5% of the Council receipt is retained as Administrative Cost.

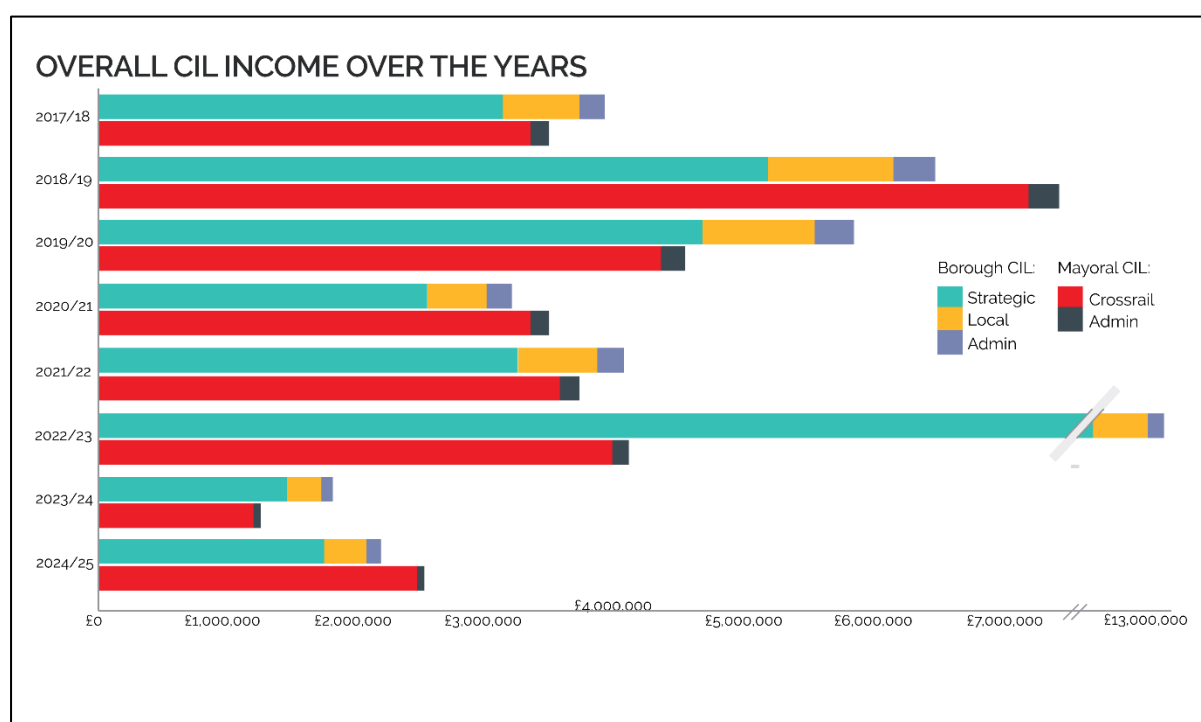


Figure 6.4 CIL Collection over last 8 years

- 6.11 Hounslow has collected in the last 8 years some £63 Million in London Mayoral CIL, and Hounslow CIL of which some £33.6 Million is Hounslow CIL, broken down as Strategic CIL of just under £27 Million, and Neighbourhood CIL of slightly over £5 Million. Collection per year varies in accordance to development implementation and related payment.

Section 106 Planning Obligations

6.12 Section 106 (s106) contributions are developer contributions that are used to address site specific unacceptable impacts of a development, which cannot be addressed by a planning condition. Contributions are negotiated at the onset of a planning application and can be subject to a viability appraisal. Once a contribution has been approved, the agreement becomes legally binding, and all funds are subject to the conditions set out in the legal agreement. S106 contributions are limited to being spent on provisions such as affordable housing, employment skills and training as well as site-specific mitigation measures. A full list of eligible projects can be found in the Planning Obligations SPD.

S106 Income

6.13 Over the last 5 financial years, 2020/21 to 2024/25 the Council has received a total of £19,201,961 from s106 contributions. A breakdown of the obligation type in which these funds were received is shown in Table 6.5.

Obligation Type	2020/21	2021/22	2022/23	2023/24	2024/25
Education	£94,161	£929,537	£506,434	£306,466	£0
Skills & Employment	£452,436	£830,562	£347,977	£397,263	£510,749
Health	£0	£0	£0	£0	£651,647
Environmental & public realm improvements	£49,010	£25,035	£0	£6,510	£0
Open Space and Parks	£59,561	£170,050	£3,000	£118,500	£0
Transport & Highways	£762,038	£2,359,509	£597,817	£441,234	£493,478
Affordable Housing	£707,780	£818,670	£2,175,235	£136,000	£90,000
Community Facilities	£0	£14,893	£188,864	£0	£0
Various/other	£584,809	£1,357,571	£1,409,382	£1,378,313	£227,472
Total	£2,709,795	£6,505,827	£5,228,709	£2,784,285	£1,973,345

Table 6.5 S106 Income collected over 5 years by Type of Obligation and Year

Council Tax

- 6.14 The Council Tax can be used to fund Infrastructure or Capital Investment, either directly, or more often through paying the cost of borrowing. However, the ability to do so is increasingly challenging due to financial constraints Hounslow, alongside other Local Authorities find themselves in. The Hounslow Council Tax will increase in 2025/26 to meet a Council Tax Requirement, to fund the General Fund of £150,135,000. This will lead to a Band D Council Tax of £1,595.44, an increase of 4.99% over 2025/26. The increase in the Council Tax is in two parts, firstly an Adult Social Care precept of a 2% increase over the Council Tax for 2025/26, and secondly a general increase in Council Tax of 2.99% over the Council Tax for 2025/26. Any application of Council Tax for funding infrastructure is further constrained by the need to use reserves and make further operational savings in the revenue budget. Under current legislation the Council Tax is effectively capped by the Government, with 4.99% being the effective limit it can be increased too.

Business Rates

- 6.15 Business rates, also known as National Non-Domestic Rates (NNDR), are the contributions made by businesses towards the costs of services provided by the Council. Under the scheme, the rates the Council collects are distributed so that the Government will receive 33%, the Council will receive 30% and the GLA will receive 37%.
- 6.16 In April 2025, the Spring Statement made some amendments to the business rate multipliers and reduced Retail, Hospitality and Leisure Relief from 75% to 40%. The Ministry of Housing, Communities and Local Government (MHCLG) have also launched a technical consultation on “resetting” the business rates retention baselines for 2026-27. This exercise will re-assess both the Business Rates Baseline (the amount authorities are expected to raise) and the Baseline Funding Level (the assessed need) using updated 2024 market values. The outcome of that reset will reset tariffs and top-ups mechanisms for Hounslow and therefore could materially alter the quantum of locally retained income share (the 30%) that is available. The implications of this change will be considered within the development of the One Hounslow Financial Strategy for 2026-27.

Carbon Offset Fund

- 6.17 The Hounslow Carbon Offset Fund operated by Hounslow, through the planning regime, requires a minimum of a 35% carbon reduction beyond current Building Regulations for residential developments. However, where it is clearly demonstrated that the required carbon dioxide reduction standards cannot be fully achieved on-site, any shortfall in carbon dioxide emissions may be provided off-site through an associated financial contribution to the Hounslow Carbon Offset Fund, in accordance with the Planning Obligations and CIL SPD (2015).
- 6.18 Although the emphasis still remains on maximising on site reduction targets, carbon offset payment of £95 per tonne of CO₂/per annum, supported by Greater London Authority, help funds a Carbon Offset Fund.

- 6.19 The effective management of this fund can and is being used to address additional environmental issues relevant to the community in Hounslow, including fuel poverty, air quality, delivering sustainable housing as well as the objectives outlined within the emerging Climate Emergency Action Plan that will address the Council's response to the climate emergency.

Housing Revenue Account (HRA)

- 6.20 The Housing Revenue Account (HRA) for Hounslow's Council Housing, addresses the needs of Council Tenants and is ring fenced under law to meet their needs. HRA investment in the significant housing stock the Council has and is expanding in recent years, can address wider climate change action through better insulation and energy efficient fabric of homes (old and new), as well as renewable energy schemes on HRA owned properties. Further, the provision of new Council or Social Housing, may have an impact on local infrastructure needs in the areas the new homes are built in. Therefore, the HRA is both a vehicle for investment to meet wider climate change mitigation, and a potential source of income for localised community infrastructure.

HRA Capital Financing

- 6.21 Sources of finance for the proposed HRA capital programme for 2024/25 to 2028/29 are set out in the following table.

Financing	Total Programme 2024/25–2028/29 (£m)
RTB capital receipts (retained for 1-4-1 replacement)	27.3
Other Capital receipts	33.4
Capital Grants	43.5
Section 106 contributions	0
HRA revenue funding (including from Major Repairs Reserve)	93
Borrowing	88.6
Total - HRA Capital Financing	285.8

Table 6.6 HRA Capital Fund/Capital Programme (Cabinet Report Feb 2025)

Other (External) Sources of Funding

- 6.22 Infrastructure projects may also be eligible for significant external funding and grants, depending on their scope and purpose. Early identification of funding options to support infrastructure delivery is important to ensure project viability. The IDP and associated schedule can be a useful tool in identifying funding needs and any funding gaps. Potential funding sources have been set out under the various infrastructure requirements sections, but generally could include:

- Central Government Grant or Funding
- GLA /TfL Grant or Funding
- Other Public Funding
- Lottery or Charitable Funding
- Private Sector Funding (exclusive of Development Contributions)

Prioritisation of Infrastructure for Funding using IDP

6.23 Given the size of the projected Infrastructure Funding requirement over the Plan Period (the time period that the Local Plan covers), the differing range of infrastructure sought and the differing funding sources and partners that will fund future infrastructure it would be wrong in the IDP to provide a fixed prioritisation for funding of infrastructure projects.

6.24 However, the IDP provides a range of useful tools to help prioritise future infrastructure projects, including:

- Inclusion of projects or types of infrastructure projects that are included in the Infrastructure Development Plan in the first instance. Not least as this will inform and link into the annual Infrastructure Funding Statement (IFS) that determines under the CIL Regulations what projects or types of infrastructure projects the Council will consider funding with Strategic CIL.
- The categorisation in relation to the Local Plan as whether infrastructure projects, are either:
 - Critical,
 - Essential, or
 - Important,

to the delivery of the growth and objectives of the Local Plan.

- The period or phase of delivery in relation to the Local Plan.
- Indication of funding sources and funding partners contained in the narrative and Infrastructure Schedule.

Appendices

1. Infrastructure Delivery Schedule

Infrastructure Type	Infrastructure Item	Description	Area Forum	Ward	Supporting Strategy or Baseline Evidence	Delivery Agency	Phase	Local Plan	Total Estimated Cost 2025 to 20240	Secured / Anticipated Funding	Funding Gap	How Funding Gap could be met
CLIMATE CHANGE, ENERGY & UTILITIES												
Climate Change, Energy & Utilities: Energy Efficiency and Building Fabric	Full retrofit of Council owned operational buildings	Seventy one corporate assets including office, operational buildings, community centres, non HRA resident buildings and six leisure centres.	Borough Wide	Borough Wide	Climate Emergency Action Plan; output of net zero carbon surveys	London Borough of Hounslow	Phase 1 (1-5 years)	Essential	£43,500,000	-	£43,500,000	Financing options including Mayors Green Finance Fund, Salix Finance; Public Sector Decarbonisation Fund, Carbon Offset Fund (£106), and Solar PPA
Climate Change, Energy & Utilities: Energy Efficiency and Building Fabric	Zero Carbon Schools	Programme will involve retrofitting school buildings with low carbon technology such as LED Lighting, Heat Pumps, battery storage, optimisers, Solar PV etc. 58 schools	Borough Wide	Borough Wide	Climate Emergency Action Plan; output of net zero carbon surveys	London Borough of Hounslow	Phase 1 (1-5 years)	Essential	£43,000,000	-	£43,000,000	Mayor Renewable Fund, GB Energy, Salix Finance; Public Sector Decarbonisation Fund, Greener School Funding, Carbon Offset Fund (£106)
Climate Change, Energy & Utilities: District Heating and Energy Networks	District Heat Network	Development of phase one borough wide district heat network that will be powered using waste heat from Mogden Sewage Works to Isleworth and Brentford	Borough Wide	Borough Wide	Climate Emergency Action Plan; Heat Map and Energy Masterplan, District Heat Network Feasibility Study, emerging Detailed Project Development for DHN.	London Borough of Hounslow	Phase 1/2 (1-10 years)	Critical	£55,000,000	-	£55,000,000	GLA Green Finance Fund, DESNZ Green Heat Network Finances. Public/Friday Finance Commercial options currently being explored. More detail available late 2025.
Climate Change, Energy & Utilities: District Heating and Energy Networks	District Heat Network	Development of a borough wide district heat network that will be powered using waste heat from Mogden Sewage Works.	Borough Wide	Borough Wide	Climate Emergency Action Plan; Heat Map and Energy Masterplan, District Heat Network Feasibility Study, emerging Detailed Project Development for DHN.	London Borough of Hounslow	All Phases (1-15 years)	Critical	£500,000,000	-	£500,000,000	GLA Green Finance Fund, DESNZ Green Heat Network Finances. Public/Friday Finance Commercial options currently being explored. More detail available late 2025.



Climate Change, Energy & Utilities: Energy Efficiency and Building Fabric	Decarbonisation of the social housing stock - full retrofit	Decarbonisation of the social housing stock so that all properties are net zero carbon with an average EPC B.	Borough Wide	Borough Wide	Climate Emergency Action Plan	London Borough of Hounslow	All Phases (1-15 years)	Essential	£600,000,000	-	£600,000,000	HRA, Social Housing Decarbonisation Fund LB Hounslow, Private Public/Finance Grant Application to the Warm Homes Funds. Commercial options currently being explored. More detail available late 2025.
Environment: Air Quality	Clean Air for All capital programme	To identify and implement actions that will reduce pollution down to WHO guideline levels in order to deliver clean, healthy air for all in the first instance focusing on schools and public buildings this will be part of the Clean Air for Schools Project	Borough Wide	Borough Wide	Air Quality Action Plan	Hounslow, GLA, TfL	Phase 1 (1-5 years)	Essential	£1,200,000	-	£1,200,000	Council budgets, external grant funding; S106
Environment: Air Quality	Campaigns - Public Health, Anti Idling, Smoke Areas, Wood Burning, AirText	To communicate the pollution data and high/low pollution episodes to communities across the borough and implement actions that will not detrimentally impact vulnerable populations and the environment whilst enabling future economic growth across the borough.	Borough Wide	Borough Wide	Air Quality Action Plan	Air Quality Action Plan	Phase 1 (1-5 years)	Essential	£500,000	Secured £490,000 LBH MAQF DEFRA	£10,000	Council budgets, external grant funding; S106
Environment: Air Quality	Reducing emissions from Council Fleet	Shifting to ultra low emission vehicles (hybrid/electric/alternative fuels)	Borough Wide	Borough Wide	Air Quality Action Plan	Hounslow, GLA, TfL	Phase 1/2 (1-10 years)	Essential	£60,000,000	-	£60,000,000	DEFRA New Burdens Funding, DfT, LB Hounslow
Climate Change, Energy & Utilities: Waste Management	Purchase of bins and boxes (Domestic building)	For bins and boxes to keep Hounslow's Waste System flowing	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Essential	£10,000,000	-	£10,000,000	DEFRA New Burdens Funding, Council Budgets, grants applications to external agencies and ReLondon, WLWA
Climate Change, Energy & Utilities: Waste Management	Southall Lane Depot Redevelopment	Redesign of facility to manage flexible plastics (Simpler Recycling Reforms)	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Essential	£10,000,000	-	£10,000,000	DEFRA New Burdens Funding, ReLondon WLWA, LB Hounslow Budgets
Climate Change, Energy & Utilities: Waste Management	Expansion of the Ultra Low Waste Neighbourhood model across the borough	Expansion of the Ultra Low Waste Neighbourhood (following completion of the Heston in the Loop Pilot)	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Essential	£7,000,000	-	£7,000,000	Council Budgets, grants applications to external agencies e.g. GLA, DEFRA, ReLondon WLWA.



Climate Change, Energy & Utilities: Waste Management	Full redesign of Space Waye	Making SpaceWaye into a reuse hub, redesign of the whole site to make recycling easier and encourage more recycling diversion	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Essential	£5,000,000	-	£5,000,000	Hounslow Budgets, Loans, CIL, S106.DEFRA, ReLondon WLWA
Climate Change, Energy & Utilities: Waste Management	Flats above shops - Dry recycling service	New provision for residents, infrastructure, bags, communications for rubbish and recycling services (To comply with the Simpler Recycling Reforms)	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Important	£2,000,000	-	£2,000,000	DEFRA New Burdens Funding, Council Budgets, grant applications to external agencies e.g. ReLondon, WLWA
Climate Change, Energy & Utilities: Waste Management	Street Bin Investment	Increase the number of street bins on the public highway to decrease litter on and off network	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Important	£500,000	-	£500,000	LB Hounslow budgets, grants applications to external agencies e.g. GLA, ReLondon WLWA. DEFRA.
Climate Change, Energy & Utilities: Waste Management	Garden Waste Service	Project aims to provide residents with a garden waste service (fortnightly/ 2.0l bins will be provided to residents to help make their homes more resilient to climate change and deliver a cleaner greener borough - this is approximately 6000households.	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Important	£8,800,000	-	£8,800,000	Council budgets, DEFRA, New Burdens Funding and grant applications to external agencies e.g. ReLondon, WLWA
Climate Change, Energy & Utilities: Waste Management	Flats above shops - food waste recycling	New provision for residents, infrastructure, compostable bags and caddies (plus external bins), communications for rubbish and food waste services.	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Important	£1,400,000	-	£1,400,000	DEFRA New Burdens Funding, Council Budgets, grant applications to external agencies e.g. ReLondon, WLWA
Climate Change, Energy & Utilities: Waste Management	Flexible Plastics waste collection	Project aims to introduce the collection of flexible/soft plastics from households across the borough as part of consistency Domestic building waste collection	Borough Wide	Borough Wide	Reduction and Recycling Plan	Hounslow, DEFRA, GLA, ReLondon	Phase 1 (1-5 years)	Important	£1,400,000	-	£1,400,000	DEFRA New Burdens Funding, Council Budgets, grant applications to external agencies e.g. ReLondon, WLWA
Climate Change, Energy & Utilities: Telecoms & Digital Connectivity	High-speed fibre network rollout	Major extension of the high-speed fibre network, particularly targeting areas affected by persistently slow internet speeds ("urban not-spots") that are located in mandated growth and regeneration areas	Borough Wide	Borough Wide	Hounslow Digital Strategy	LBH and Partners	Phase 1 (1-5 years)	Essential	TBC	Secured £1,100,000 - Strategic Impact Fund	TBC	TBC
Climate Change, Energy & Utilities Total									£1,349,300,000		£1,348,810,000	



GREEN & BLUE INFRASTRUCTURE												
Green & Blue Infrastructure: Parks Masterplans	Feltham Parks Improvement	Improvement works include the restoration of public realm connecting five key parks, refurbishment and installation of access, paths, play and recreation refurbishment, sport pitches and ancillary infrastructure to develop Feltham as one of Hounslow's major sports hub.	Bedfont & Feltham	Multiple Wards	Feltham Parks Masterplan, Play and Pitch Strategy 2017-2030, Local Football Facilities Plan 2019-2029, Feltham Masterplan, Nature Recovery Action Plan, GBI Strategy	LBH Parks Team	Phase 2/3 (5-15 years)	Essential	£1,600,000	<u>Secured</u> For Phase 2/3: £515,913 £392,534 – Developers contributions (Strategic CIL) £123,379 – Developers contributions (£106)	£1,084,087	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks Masterplans	Redlees Park Improvement	Improvements to access, paths and the wider public realm at Redlees Park. Further greening to be investigated.	Hounslow South, Isleworth, Osterley and Spring Grove	Isleworth	Redlees Park Masterplan, GBI Strategy, NRAP	LBH Parks Team	Phase 1 (1-5 years)	Essential	£500,000	<u>Secured</u> £120,000 - Developers contributions (£106)	£380,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks Masterplans	Dukes Meadow	Improvements to Dukes Meadows	Chiswick	Chiswick Homefields	Local plan, Dukes Meadow Masterplan, Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£2,200,000	<u>Secured</u> £603,835 - Developers contributions (Strategic CIL) £617,000 awarded for greening - Council Capital Funding and Thriving Communities Fund	£980,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks Masterplans	Thames Tow Path	- Improvement of the Thames towpath	Chiswick	Chiswick Homefields	Local plan, Dukes Meadow Masterplan, Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£1,400,000	<u>Secured</u> £1,400,000 - Thames Path, LMCT and Thames Water	-	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks Masterplans	Bedfont Lakes Improvement	Improvement works include the restoration of public realm, access paths and key infrastructure.	Bedfont & Feltham	Bedfont	Bedfont Lakes Masterplan to be developed, GBI, NRAP	LBH Parks Team	Phase 1/2 (1-10 years)	Essential	£6,000,000	<u>Secured</u> £400,000 - Developers contributions (Strategic CIL) <u>Anticipated</u> £100,000 from CIL Heathrow development - bid submitted	£5,500,000	Multiple Sources, incl. Developers contributions (CIL/S106)



Green & Blue Infrastructure: Parks Masterplans	Hanworth Air Park	Improvement works include the restoration of public realm, access paths and key infrastructure.	Hanworth	Hanworth Park	Development of a masterplan to link in line with housing strategy. Improvement at Hanworth to include the de-culverting of the river, play infrastructure, pathway, signage. GBI, NRAP.	LBH Parks Team	Phase 1/2 (1-10 years)	Essential	£3,000,000	Secured £1,800,000 - Council Capital Funding Anticipated £1,200,000 - estimated grant from GLA for secondary site improvement TBC	-	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions, (CIL/S106) External Grants
Green & Blue Infrastructure: Parks Masterplans	Hounslow Heath	Improvement works include the restoration of public realm, access paths and key infrastructure.	Central Hounslow	Hounslow Heath	Masterplan in development - planned to be completed mid to late 2025, GBI, NRAP	LBH Parks Team	Phase 1/2 (1-10 years)	Essential	£4,000,000	Secured £750,000 - Council Capital Funding	£3,250,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/s106) External Grants
Green & Blue Infrastructure: Parks Masterplans	Lampton Park	Improvement works include the restoration of public realm, access paths and key infrastructure.	Central Hounslow	Heston east	Lampton Park masterplan to be developed reactivating the site to include better access, infrastructure facilities and recreation, increasing nature conservation value	LBH Parks Team	Phase 1/2 (1-10 years)	Essential	£2,750,000	Secured £726,000 - Developer contribution (CIL/s106)	£2,024,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/s106) External Grants
Green & Blue Infrastructure: Parks Masterplans	Beaversfield Park	Improvement works include the restoration of public realm, access paths and key infrastructure.	Central Hounslow	Hounslow West	Beaversfield masterplan - likely to be refreshed through a phased approach	LBH Parks Team	Phase 1/2 (1-10 years)	Essential	£2,000,000	Secured £550,000 - Developers contributions (Strategic CIL) for playground £320,000 - Developers contributions (s106) for masterplan	£1,130,000	Developers contributions from Cavalry Barracks site (CIL/S106)
Green & Blue Infrastructure: Parks Masterplans	Feltham Green Masterplan	Delivery of the agreed Feltham Green masterplan including: - trees, pond and habitat enhancements - redesign of entrances and war memorial area - family area, new surfaces - community eco hut - Freddie Mercury Memorial Garden (not confirmed)	Hanworth	Hanworth Park	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£450,000	Secured £450,000 - Developers contribution (Strategic CIL)	-	N/A



Green & Blue Infrastructure: Parks Masterplans	Crane Valley Masterplan	<p>Delivery of the Waye Avenue Open Space Masterplan. Preliminary designs have been produced which include but are not limited to:</p> <ul style="list-style-type: none"> - Improved access to nature by connecting green and blue infrastructure, including a new path connecting the site to the A road - Habitat improvement - Water Vole introduction to the area 	Heston & Cranford	Cranford	Nature Recovery Action Plan	LBH Parks Team ZSL	Phase 1 (1-5 years)	Essential	£1,000,000	Secured £800,000 (Developers Contribution CIL)	£200,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks Masterplans	Brazil Mill Wood - SINC enhancement & Public Realm Improvements	<p>Conserve and enhance Brazil Mill Wood within the Crane Corridor SINC including enhanced wet woodland and riverside habitats. This could include:</p> <ul style="list-style-type: none"> - Alternative habitat enhancements of wet woodland and riparian margins - Access improvements between the river Crane, Donkey Woods and Brazil Mill - Creation of additional bat glades at Brazil Mill - Restoration of 2.5km of existing path - Tree planting 	Bedfont & Feltham	Feltham North	Nature Recovery Action Plan	<p>LBH Parks Team</p> <p>Landowners</p> <p>Developers</p> <p>Community Groups</p>	Phase 1 (1-5 years)	Essential	£620,000	Anticipated £620,000 - Developers contributions(s106 & Strategic CIL)	-	N/A
Green & Blue Infrastructure: Parks & Open Space Improvements General	All Saints Churchyard	<p>A Concept Design created for Habitat and Public Realm Enhancement at All Saints Churchyard including:</p> <ul style="list-style-type: none"> - Managing area for wildlife - Creating access pathways - Habitat enhancement and creation 	Hounslow South, Isleworth, Osterley and Spring Grove	Isleworth	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£200,000	-	£200,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106) External Grants



Green & Blue Infrastructure: Parks & Open Space Improvements General	Northcote Nature Reserve	Blue Infrastructure and habitat works at Northcote Nature Reserve including: - Tidal inlet into the park - Kingfisher and bee habitats - River terrace (supported by ZSL) - Wildflower planting - Picnic area	Hounslow South, Isleworth, Osterley and Spring Grove	Isleworth	Nature Recovery Action Plan	LBH Parks Team ZSL	Phase 1 (1-5 years)	Essential	£220,000	Secured £170,000 - GLA Grant £28,350 – Developers contributions (s106)	£21,650	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks & Open Space Improvements General	Ludlow Road Open Space improvements	Improvements to Ludlow Park including: - Installation of a new perimeter path around the green space and through the woodland - Creation of swales and boardwalk section in the wetter area of the park - New paths to be tree lined - Benches to be installed - Collaboration with Friends Of Group	Hanworth	Hanworth Park	Nature Recovery Action Plan	LBH Parks Team Friends of Ludlow Road Open Space	Phase 1 (1-5 years)	Essential	£150,000	Secured £127,000 - Developers contributions (Strategic CIL)	£23,000	N/A
Green & Blue Infrastructure: Parks & Open Space Improvements General	Clitherow Island	Improvements to Clitherow Island including: - Accessibility - Woodland improvements - Riverbank and fish pass		Brentford West	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£2,000,000	-	£2,000,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks & Open Space Improvements General	Gunnarsbury Triangle Improvements	Creation of a Visitor Centre at Gunnarsbury Triangle	Chiswick	Chiswick Gunnarsbury	Nature Recovery Action Plan	LBH Parks Team London Wildlife Trust	Phase 1 (1-5 years)	Essential	£110,000	Secured £110,000 - Developers contributions (s106)	-	N/A



Green & Blue Infrastructure: Parks & Open Space Improvements General	Parks Infrastructure Improvements	Key parks infrastructure improvements include: Access, Path Surfacing, Boundaries/Fencing, Furniture, Event Infrastructure, signage, gates, towpaths & river frontages, footbridges, play and recreation facilities	Borough Wide	Multiple Wards	Capital Infrastructure Survey, Thames Strategy Kew to Chelsea, Thames Landscape Strategy, Crane Valley Partnership, Colne and Crane Valleys Green Infrastructure Strategy 2019 TFL, GBI, NRAP	LBH Parks Team	All Phases (1-15 years)	Essential	£15,000,000	Secured £140,000 - LB revenue funding 2020/25 Anticipated £2,100,000 current LB Revenue Funding projected over 15 years	£12,760,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks & Open Space Improvements General	Tree and shrub planting	Borough wide Tree Planting in parks and streets	Borough Wide	Multiple Wards	Greener Borough Strategy 2020, GBI, NRAP	LBH Parks Team	Phase 1 (1-5 years)	Essential	£1,500,000	Secured £100,000 – Developers contributions (Strategic CIL)	£1,400,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks & Open Space Improvements General	Lighting	Includes upgrading columns, and LED lamps, CMS lighting system	Borough Wide	Multiple Wards	The Council's Parks Annual Infrastructure Survey, GBI, NRAP	LBH Parks Team	Phase 1 (1-5 years)	Essential	£250,000	-	£250,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks & Open Space Improvements General	Wi-Fi and digital connectivity in parks	Includes digital surveillance and potential for EV charging	Borough Wide	Multiple Wards	Feasibility to be completed	LBH Parks Team	Phase 1 (1-5 years)	Essential	£100,000	-	£100,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks & Open Space Improvements General	Green Gyms	Continue the Green Gyms in Parks & Open Spaces across the Borough. Currently funded for 1 year, with the aspiration to continue past this year.	Hounslow South, Isleworth, Osterley and Spring Grove	Osterley and Spring Grove	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£60,000	Secured £60,000 - UKSPF Funding for 2 years (from 24/25)	-	N/A



Green & Blue Infrastructure: Children's Play	Play Areas	Refurbishment and upgrades to play facilities including skate and cycle/bmx tracks	Borough Wide	Multiple Wards	GBI Strategy	LBH Parks Team	All Phases (1-15 years)	Essential	£15,000,000	<p>Secured £200,000 - Developers contributions (Strategic CIL) for Feltham Green Open Space Play Area Creation</p> <p>£240,000 - Developers contributions (Strategic CIL) for Bear Road Recreation</p> <p>£270,000 - Developers contributions (Strategic CIL) for Crane Park Play Area Improvements</p> <p>£118,000 - Developers contributions for Robin Grove Improvements</p>	14,172,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Parks & Open Space Improvements General	Parks & Leisure Buildings - Investment to Save	This will include refurbishment of buildings that can be let out for income generation purpose. It includes the building at Inwood Park, building at Avenue Park.	Borough Wide	Multiple Wards	Future Assets Strategy, GBI, NRAP	LBH Parks & Leisure	Phase 1 (1-5 years)	Essential	£1,500,000	-	£1,500,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Food Growing	Allotments & Grow for the Future	Including upgrade of boundary fencing and security, water system and standpipes, path networks, toilets, signage and community hubs, food growing	Borough Wide	Multiple Wards	LBH Allotment Strategy 2020	LBH Parks Team	Phase 2 (5-10 years)	Essential	£2,500,000	Secured £400,000 - Developers contributions (Strategic CIL)	£2,100,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Cemeteries	Cemeteries	Implementation of the cemetery strategy.	Borough Wide	Multiple Wards	Cemetery Strategy	LBH Parks Team	Phase 1 (1-5 years)	Essential	£2,000,000	-	£2,000,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Habitat Creation	Avenue Park - Habitat Creation and Access Improvements	Creation of a new 1500 metre compacted gravel dual pedestrian/cycling perimeter path around the open space, including: - creation of wildflower meadow areas - wetland areas (Swales) - tree planting adjacent to the new path	Heston & Cranford	Cranford	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£1,200,000	Secured £200,000 Developers contribution (Strategic CIL)	£1,000,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Habitat Creation	Creation of mosaic of meadow and scrub habitat at Hounslow Ex-Urban Farm Site	Habitat enhancement at the boundary of Hounslow's Urban Farm boundary which could include: - Enhancing the existing hedgerows and ditches to provide greater dispersal corridors for birds, bats, invertebrates, small mammals and amphibians - Establishing meadow and scrub habitat	Bedfont & Feltham	Bedfont	Nature Recovery Action Plan	LBH Parks Team Landowners Developers Community Groups	Phase 1 (1-5 years)	Essential	£200,000	-	£200,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Habitat Creation	Wildflower and Bulb Planting Areas	Creation of wildflower areas at the following locations: - Brabazon Open Space - Primrose Park - St Pauls Recreation Ground - Watermans Park - Strand on the Green Recreation Ground - Carville Hall South - Hanworth Park - Homefields South - Inwood Park - Lampton Park - Ludlow Open Space - Pevensey Road Open Space - Chester Road	Multiple Area Forums	Multiple Wards	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£250,000	Secured £110,000 - LBH Capital/CIL	£140,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Habitat Creation	Blenheim Park adjacent to Longford Rivers	Review further opportunities for Blenheim Park outside of the Feltham Arenas Masterplan. Investigate opportunities to: - Enhance species richness and wildlife friendly planting for pollinators - Enhancement to the woodland boundary and for providing wetland habitats along the riverbank or extending the riparian margin - Review whether the site could be designated a SINC	Bedfont & Feltham	Feltham North	Nature Recovery Action Plan	LBH Parks Team Landowners Developers Community Groups	Phase 1 (1-5 years)	Essential	£500,000	-	£500,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Woodland Creation	Native broadleaf woodland planting	Review of opportunities for woodland planting or to encourage scrub natural colonisation across Borough Parks	Multiple Area Forums	Multiple Wards	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£1,500,000	-	£1,500,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Woodland Creation	Woodland creation in Crane Corridor	Retain strong tree-lined boundary to retain separation for the woodland Crane's river corridor from the industrial development adjacent. The project area is largely intersected by Crane Corridor SINC. However, outside of the SINC boundary to the north of the Causeway Road along the perimeter of the industrial area there is an area of semi-natural habitat of approximately 0.8ha with opportunity for additional landscaping to provide an improved habitat buffer between the industrial area and the Crane Corridor. This should include tree planting and species-rich hedgerow creation, in addition to wildlife friendly and pollinator friendly planting.	Bedfont & Feltham	Multiple Wards	Nature Recovery Action Plan	LBH Parks Team Landowners Developers Community Groups	Phase 1 (1-5 years)	Essential	£200,000	-	£200,000	Multiple sources, Incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Biodiversity	Active Spaces	Improvement to infrastructure for wildlife and biodiversity	Borough Wide	Multiple Wards	Biodiversity Strategy, Greener Borough Strategy, GBI, NRAP	LBH Parks Team	Phase 1 (1-5 years)	Essential	£500,000	-	£500,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Biodiversity	Species monitoring and conservation	Includes monitoring and conservation of following species: - Common spotted orchid & pepper saxifrage - Nathusius' pipistrelle - Invertebrate communities - Meadow pipit & skylark - Stonechat - Water Voles along Crane Valley	Multiple Area Forums	Multiple Wards	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£40,000	-	£40,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Biodiversity	Invasive and Non-Native Species - Blue Infrastructure	Active management of invasive and non-native species along all waterfronts	Borough Wide	Multiple Wards	Nature Recovery Action Plan	LBH Parks Team	On Going	Essential	£400,000	Secured £400,000 - LB Hounslow Capital Funding	-	N/A
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Localised Flood Prevention	Localised Flood Prevention	Borough Wide	Multiple Wards	GBI, NRAP	LBH Parks Team	All Phases (1-15 years)	Essential	£3,500,000	-	£3,500,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Chiswick Eyot	Engage with the Chiswick Eyot Old Protection Society on the protection of the Eyot soft riverbank.	Chiswick	Chiswick Homefields	Nature Recovery Action Plan	LBH Parks Team	On Going	Essential	TBC	-	TBC	Multiple source, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Cranebank Meadows - Floodplain improvements	Conserve and enhancing the functioning floodplain near Cranebank Meadows with the intention to improve hydrological connectivity along the Duke of Northumberland's River and the River Crane. Exact details of floodplain restoration still TBC.	Heston & Cranford	Cranford	Nature Recovery Action Plan	LBH Parks Team Landowners Developers Community Groups	Phase 1 (1-5 years)	Essential	£300,000	-	£300,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Re-naturalisation of watercourses	<p>Identify watercourse stretches where culverts and artificial channels could be removed and wetland habitats and/or SuDS created at the following sites with Longford River, Blenheim Park as pilot:</p> <ul style="list-style-type: none"> - Crane Park - Church Road Allotments - Glebelands Playing Fields - Huckerby's Meadows Nature Reserve - Portlane Brook at Feltham Brook Way - Dukes Meadows - Bollo Brook, Turnham Green - Duke of Northumberland's River, Silverhall Park - Lower Feltham Brook, Poplar Way - Hanworth Park 	Multiple Area Forums	Multiple Wards	Nature Recovery Action Plan	<p>LBH Parks Team</p> <p>Landowners</p> <p>Developers</p> <p>Community Groups</p>	Phase 1 (1-5 years)	Essential	£1,100,000	-	£1,100,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Duke of Northumberland's River - River corridor enhancement	<p>Opportunity to enhance the river corridor in the SINC boundary which extends north from the main riverbank onto the adjacent floodplain where there may be opportunity for additional wetland creation. There may also be opportunity for further enhancement of the riparian corridor which flows south of Heathrow Airport in order to expand the extent of habitat of the same condition as the adjoining SINC.</p>	Bedfont & Feltham	Bedfont	Nature Recovery Action Plan	<p>LBH Parks Team</p> <p>Landowners</p> <p>Developers</p> <p>Community Groups</p>	Phase 1 (1-5 years)	Essential	£200,000	-	£200,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Restoring Ponds	Restoring the function and ecological value of ponds at: - Carville Hall South pond - Feltham Green pond - Feltham Park pond - Staveley Allotments pond	Multiple Area Forums	Multiple Wards	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£200,000	Secured £200,000 - LB Hounslow Capital Funding	-	N/A
Green & Blue Infrastructure: Management Plans	Bridge House Pond Management Plan	Ongoing works with Friends Of group and the wider community to manage the Bridge House Pond site, possibly by introducing a Green Gym. This follows the recently completed habitat enhancement exercise and improved access to pond at Bridge House Pond.	Hanworth	Hanworth Park	Nature Recovery Action Plan	Greenspace 360 Friends of Bridge House Pond	Phase 1 (1-5 years)	Essential	£20,000	-	£20,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Management Plans	Crane Park Habitat Management Plan	Develop a new Habitat Management Plan for Crane Park, in partnership with London Borough of Richmond upon Thames.	Hanworth	Hanworth Village	Nature Recovery Action Plan	LBH Parks Team Greenspace 360 LBRUT	Phase 1 (1-5 years)	Essential	£250,000	-	£250,000	Multiple source, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Partnership Work	Heathrow Airport - Balancing Ponds	Engage with Heathrow Airport to determine the options for sensitive management of the Heathrow Balancing Ponds; in particular, the creation of additional reed bed habitat to help manage water quality of run-off before passing into the River Crane.	Bedfont & Feltham	Feltham North	Nature Recovery Action Plan	LBH Parks Team	Phase 1/2 (1-10 years)	Essential	TBC	-	TBC	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Partnership Work	Opportunities for Collaboration	Engage with the following to understand the opportunities for collaboration: - Syon Park - Chiswick House and Gardens - Mogden Sewage Works - London Wildlife Trust on potential to enhance Green Lane Wetlands - Landowners at Rectory Farm to understand long- term aspirations - National Trust, tenant farmers and landowners for Osterley Park	Multiple Area Forums	Multiple Wards	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	TBC	-	TBC	Multiple sources incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Partnership Work	Feltham Marshalling Yards	Engaging with Network Rail to investigate opportunities at Feltham Marshalling Yards, which could include: - Baseline surveys - Access improvements - Adjacent nature reserve creation next to path for public - Renaturalisation of watercourse, riparian margins and/or SuDS created - Reed bed creation - Habitat management to enhance acidic grassland species - Hedgerow planting Project is being developed by Network Rail, currently awaiting masterplan.	Bedfont & Feltham	Feltham North	Nature Recovery Action Plan	LBH Parks Team LBH (Site Managers) Greenspace 360 Network Rail	Phase 1 (1-5 years)	Essential	TBC	-	TBC	Multiple sources incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Strategic Connections	Creation of green links	Follow through on the recommendations of the Colne and Crane Valley Green Infrastructure Strategy, which includes: Creation of green links and an improved walking and cycling route along the Crane, which could be delineated by creating banks of dense scrub and/or species rich hedgerow with trees running north - south in parallel with the Crane River.	Multiple Area Forums	Multiple Wards	Nature Recovery Action Plan	LBH Parks Team Landowners Developers Community Groups (CVP)	Phase 1 (1-5 years)	Essential	TBC	-	TBC	Multiple sources incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Strategic Connections	Leitrim Park / Pevensey Road	Review opportunities to enhance the connection between Leitrim Park and Pevensey Road/Hanworth Park. The area has a clearly defined wooded or hedged boundary along most of its edges, and forms a strategic connection between the Crane and Hanworth Park. - There may be opportunity for enhancing the species richness in order to create distinctive acidic grassland through changes in habitat management - Improve signage at the south of Leitrim Park / north of Hanworth Park to create a more cohesive access network.	Hanworth	Hanworth Park	Nature Recovery Action Plan	LBH Parks Team Landowners Developers Community Groups	Phase 1 (1-5 years)	Essential	£40,000	-	£40,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Strategic Connections	Clarke Way Wildlife Corridor	Wildlife corridor using Thames Waterland between Clarke Way and Heston School	Heston & Cranford	Heston East	Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	TBC	-	TBC	Multiple sources incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Strategic Connections	A4 Green Corridor	<p>The feasibility study will focus on viability, prioritisation and costing for the following potential interventions:</p> <ul style="list-style-type: none"> - Artwork including graphic installations to improve cultural and visual amenity - Wayfinding and signage to improve - Green infrastructure including SuDS to increase attractiveness of routes and improve resilience - Road hierarchy and junction improvements 	Borough Wide	Multiple Wards	Nature Recovery Action Plan	<p>LBH Net-Zero Team</p> <p>LBH Transport Team</p> <p>TfL</p>	Phase 1 (1-5 years)	Essential	TBC	-	TBC	Multiple sources incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Strategic Connections	Gunnersbury Park – Southern Access Improvements	<p>Improvements to southern access to Gunnersbury Park including:</p> <ul style="list-style-type: none"> - Opening up the site, both accesswise and visually - Exploration of flood alleviation opportunities - Promotion of active travel connecting communities to cultural assets including museums, leisure centres and sporting grounds 	Chiswick	Chiswick Gunnersbury	Nature Recovery Action Plan	<p>LBH Transport Team</p> <p>TfL</p> <p>LBH Culture Team</p> <p>Gunnersbury</p> <p>CIC</p> <p>National Highways</p>	Phase 1 (1-5 years)	Essential	£650,000	-	£650,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Green & Blue Infrastructure: Woodland Creation	Runnymede's Runway to Net Zero	Exploring net zero options in and around Heathrow, including local nature-based offsetting. Led by Runnymede with support from Hounslow.	Bedfont & Feltham	Bedfont	Nature Recovery Action Plan	Runnymede Council	Phase 1 (1-5 years)	Essential	£100,000	-	£100,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)



Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Beaversfield Park - Thames Water Strategic Partnership Flood Alleviation	Thames Water Strategic Partnership funded project to deliver belowground attenuation storage in the north-east of Beaversfield Park to disconnect surface water runoff from the sewers. In addition to flood alleviation, this will have the cobenefit of habitat creation in the above-ground landscaping to be delivered.	Central Hounslow	Hounslow West	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£500,592	Secured £500,592 - Thames Water Strategic Partnership	-	N/A
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Renfrew Road - Thames Water Strategic Partnership	Raingarden located between Dalcross Road and Elmdon Road junctions on south side of Renfrew Road	Heston & Cranford	Heston Central	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£28,456	Secured £28,456 - Thames Water Strategic Partnership	-	N/A
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Wellington Road North - Thames Water Strategic Partnership Flood Alleviation	Thames Water Strategic Partnership funded project to deliver belowground attenuation storage in the centre of the green space on Wellington Road North surface water runoff from the sewers. In addition to flood alleviation, this will have the cobenefit of habitat creation in the above-ground landscaping to be delivered.	Central Hounslow	Hounslow West	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£484,692	Secured £484,692 - Thames Water Strategic Partnership	-	N/A
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Thornbury Park - Thames Water Strategic Partnership Flood Alleviation	Thames Water Strategic Partnership funded project to deliver attenuation with a swale in the northern entrance to the park. This will also deliver some habitat creation in the landscaping provided.	Central Hounslow	Hounslow East	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£182,905	Secured £182,905 - Thames Water Strategic Partnership	-	N/A
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Brabazon Road - Thames Water Strategic Partnership Flood Alleviation	Thames Water Strategic Partnership funded project to rain gardens in the green verges along the road.	Heston & Cranford	Heston West	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£171,035	Secured £171,035 - Thames Water Strategic Partnership	-	N/A
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Burns Way - Thames Water Strategic Partnership Flood Alleviation	Thames Water Strategic Partnership funded project to rain gardens in the green verges along the road.	Heston & Cranford	Heston West	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£240,105	Secured £240,105 - Thames Water Strategic Partnership	-	N/A



Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Kingsley Academy / Alexandra Primary - Environment Agency Flood Alleviation project	EA funded project to reduce surface water flood risk in the catchment of Northwest Hounslow. Outline design proposed for creation of a small basin and planters and tree pit	Central Hounslow	Hounslow East	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£100,000	Secured £100,000 Environment Agency Grant in Aid funding Thames RFCC Local Levy	None	N/A
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Stansfield Road - Environment Agency Flood Alleviation project	EA funded project to reduce surface water flood risk in the catchment of Northwest Hounslow. Outline design proposed for creation of a small wetland/basin in south end of the green space on Grantley Road.	Heston & Cranford	Cranford	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£517,000	Secured £286,000- Environment Agency Grant in Aid funding Thames RFCC Local Levy	£231,000	LB Hounslow Capital Funding, Developer Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Windmill Road - PROSPER Flood Alleviation project	PROSPER funded project to reduce surface water flood risk in the catchment of Chiswick & Grove Park. Outline design proposed for creation of three rain gardens in the verges of the housing estate.	Chiswick	Chiswick Gunnersbury	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£241,000	Secured £75,000 PROSPER Funding £20,000 Environment Agency Grant in Aid / Local Levy	£146,000	LB Hounslow Capital Funding, Developer Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	St John's Gardens - Environment Agency Flood Alleviation project	EA funded project to reduce surface water flood risk in the catchment of Isleworth and Brentford End. Outline design proposed for creation of below ground attenuation and two small pond/wetland areas in St John's Gardens.	Hounslow South, Isleworth, Osterley and Spring Grove	Isleworth	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£950,000	Secured £450,0000 - Environment Agency Grant in Aid funding Thames RFCC Local Levy	£500,000	LB Hounslow Capital Funding, Developer Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Redlees Park - Environment Agency Flood Alleviation project	EA funded project to reduce surface water flood risk in the catchment of Isleworth and Brentford End. Outline design proposed for creation of a basin on the south-eastern corner of the park.	Hounslow South, Isleworth, Osterley and Spring Grove	Isleworth	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1 (1-5 years)	Essential	£950,000	Secured £450,000 - Environment Agency Grant in Aid funding Thames RFCC Local Levy	£500,000	LB Hounslow Capital Funding, Developer Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Highway SuDS	Borough-wide delivery of programme of sustainable drainage systems features (such as raingardens) in the highway to reduce the risk of flooding from surface water	Borough Wide	Borough Wide	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1/2 (1-10 years)	Essential	TBC	-	TBC	Environment Agency, external Grant , LB Hounslow Capital Funding, Developer Contributions (CIL/S106)



Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Housing SuDS	Borough-wide delivery of sustainable drainage systems features (such as raingardens) to reduce the risk of flooding from surface water for housing land.	Borough Wide	Borough Wide	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022)	LLFA (Hounslow)	Phase 1/2 (1-10 years)	Essential	TBC	-	TBC	Environment Agency, external Grant , LB Hounslow Capital Funding, Developer Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Open spaces SuDS / NFM	Borough-wide delivery of sustainable drainage systems (SuDS)features (such as raingardens) and natural flood management (NFM) measures where appropriate in open spaces to reduce the risk of flooding from surface water and rivers.	Borough Wide	Borough Wide	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022) Thames Estuary 2100 Plan	LLFA (Hounslow)	Phase 1/2 (1-10 years)	Essential	TBC	-	TBC	Environment Agency, external Grant , LB Hounslow Capital Funding, Developer Contributions (CIL/S106)
Green & Blue Infrastructure: Flood Alleviation & Blue Infrastructure	Improving and raising of fluvial and tidal flood defences	The necessary improvement and raising of existing flood defences in the borough to meet the required level of protection as a result of changes to future flood risk and changes to future closures of the Thames Barrier.	Borough Wide	Borough Wide	Surface Water Management Plan (2021) Local Flood Risk Management Strategy (2022) Thames Estuary 2100 Plan	LLFA (Hounslow) Environment Agency	Phase 1/2 (1-10 years)	Essential	TBC	-	TBC	Environment Agency, external Grant , LB Hounslow Capital Funding, Developer Contributions (CIL/S106)
Green & Blue Infrastructure Total									£80,025,785		£62,691,737	
LEISURE, PHYSICAL ACTIVITY & SPORTS HUBS												
Leisure: Leisure Centres	Infrastructure improvement programme for leisure centres	Improvement of the current dated infrastructure of our leisure centres including Osterley, Isleworth, Chiswick, Hanworth and Heston Leisure centres.	Borough Wide	Borough Wide	Condition Surveys undertaken by Property and Assets	LBH (Leisure and Property/Assets)	All Phases (1-15 years)	Essential	£10,000,000	<u>Secured</u> £188,000 - LBH Capital (CIL)	£9,812,000	Multiple sources, incl. Council Capital funding, Developers contributions
Leisure: Leisure Centres	Brentford Fountain leisure centre	Redevelopment of the leisure centre	Chiswick	Chiswick Riverside	Leisure Built Facilities Strategy - 2025 . This project will likely be part of a larger Housing Regeneration scheme	LBH (Leisure, Regeneration, Property/Assets)	Phase 1 (1-5 years)	Essential	£45,000,000 to £60,000,000	-	£45,000,000 to £60,000,000	Multiple sources, incl. Council Capital funding, Developers contributions
Leisure: Leisure Centres	Additional swimming capacity	Additional 296sqm2 of swimming pool based on current Brentford Fountain reprovion proposals (Subject to future testing against the adjoining boroughs swimming provision)	Borough Wide	Borough Wide	Leisure Built Facilities Strategy - 2025	LBH (Leisure, Regeneration, Property/Assets)	Phase 3 (10-15 years)	Essential	TBC	-	TBC	Multiple sources, incl. Council Capital funding, Developers contributions



Leisure: Leisure Centres	Additional Sports Court Provision over Life Time of Plan	Provision of Additional Sports Court Facilities (up to 10.4 Courts) for Public Access, to meet increased population demand - mostly likely as part of new school provision.	Multiple Area	Multiple Wards	Leisure Built Facilities Strategy - 2025	LBH/Schools	All Phases (1-15 years)	Essential	TBC	-	TBC	Multiple Sources, LBH capital, Development Contributions (CIL or S106 School capital investment dependent on how sports hall provision met.
Leisure: Leisure and Sports Activity Outdoor	Dukes Meadow	New Boathouse re-provision.	Chiswick	Chiswick Homefields	Local plan, Dukes Meadow Masterplan, Nature Recovery Action Plan	LBH Parks Team	Phase 1 (1-5 years)	Essential	£4,004,000	Secured £2,528,000 - LBH Capital (CIL) £1,116,000 - Capital Receipt £350,000 - Partnership Funding	£10,000	Multiple Sources
Leisure: Leisure and Sports Activity Outdoor	Sports Pitches and Outdoor Facilities	Refurbishment and installation of outdoor gyms, basket-ball, tennis courts and Multi Use Game Areas (MUGAs). Development and improvement of existing playing pitch stock to meet increasing population and usage needs.	Borough Wide	Multiple Wards	The Local Football Facility Plan and the Playing Pitch Strategy 2017-2030, Annual Play Safety Inspections, Capital Infrastructure Report, Physical Activity Framework, Emerging parks strategy, Greener borough strategy, GBI, NRAP. Mostly driven by Leisure strategies.	LBH Parks & Leisure	All Phases (1-15 years)	Essential	£5,000,000	Secured £180,000 - Developers contributions (Strategic CIL) for Lampton park MUGA £52,000 - Developers contributions (Strategic CIL) for Chiswick House Cricket Square Anticipated £114,383 - Developer contributions (s106). To be used towards Swyncombe Sports Ground (TBC)	£4,653,617	Multiple sources, Incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Leisure, Physical Activity & Sports Hubs Total									£64,004,000 to £79,004,000		£59,475,617 to £74,475,617	
COMMUNITY HUBS & LOCALITIES												
Community Hubs & Localities: Locality Approach	Cranford Locality	Potential to enable more use of Cranford Library and the Adult Education Service in Meadowbank as part of the community hub due to their current proximity to each other	Heston & Cranford	Cranford	Asset Management Strategy 2024 -2029	LBH	Phase 1 (1-5 years)	Important	£393,000	-	£393,000	Detailed options appraisal stage 2024/25 Proposals also referred to under Education - Adult Education in Schedule.



Community Hubs & Localities: Locality Approach	Isleworth Locality - Isleworth Cluster	A placemaking approach. There is an opportunity for more integration of the service offer from a smaller number of assets and therefore the opportunity maximises and make best use of assets.	Hounslow South, Isleworth, Osterley and Spring Grove	Brentford	Asset Management Strategy 2024 -2029	LBH	Phase 1 (1-5 years)	Important	TBC	Secured £25,000 - Developers contributions (s106)	TBC	Anticipated - Linked to a housing redevelopment with resulting funding	
Community Hubs & Localities: Locality Approach	Feltham Locality - Feltham Assembly Hall	Potential for the new build residential development and flexible sports, leisure and community hub facility on the site of the Feltham Assembly Hall	Bedfont & Feltham	Feltham North	Asset Management Strategy 2024 -2029	LBH	Phase 1 (1-5 years)	Important	TBC	-	TBC	Anticipated - Linked to a housing redevelopment with resulting funding	
Community Hubs & Localities: Locality Approach	Heston Locality - Heston Cluster	On the site of the Library and Heston Village Hall identified opportunity for a new library, nursery space and a new flexible community	Heston & Cranford	Heston Central	Asset Management Strategy 2024 -2029	LBH	Phase 1 (1-5 years)	Important	TBC	-	TBC	Anticipated - Linked to cluster reviews to commence for Heston to begin placemaking approach.	
Community Hubs & Localities: Council/Community Building Asset Improvements	Chiswick Locality - Duke Meadow Cluster	Commence scoping of cluster reviews of assets in Dukes Meadow.	Chiswick	Chiswick Homefields	Asset Management Strategy 2024 -2029	LBH	Phase 1 (1-5 years)	Important	TBC	-	TBC	Anticipated - Linked to a housing redevelopment with resulting funding	
Community Hubs & Localities: Council/Community Building Asset Improvements	Brentford Locality	Commence scoping of cluster reviews of assets including Library and leisure Centre	Brentford & Syon	Brentford West / Chiswick Riverside	Asset Management Strategy 2024 -2029	LBH	Phase 1 (1-5 years)	Important	TBC	-	TBC	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)	
Community Hubs & Localities										£393,000			£393,000
Total													
HERITAGE & CULTURAL SPACE													
Heritage: Park Heritage Improvements	Gunnersbury Park	Listed buildings and structures within the Grade 2 Star registered parkland. E.g. Orangery, Potomac Lake, Japanese Garden etc. - Initially included Phase 1, but non Completed	Chiswick	Chiswick Gunnersbury	Conservation Management Plan updated to 2013	LB Hounslow & Ealing/ Gunnersbury CIC/ Gunnersbury Development Trust/ Historic England	Phase 2/3 (5-15 years)	Essential	£15,000,000	-	£15,000,000	Multiple sources, incl. External grant, LB Hounslow Capital Funding, Developers Contributions (CIL/S106)	
Heritage: Heritage and Culture Building Asset Improvement Renewal	Gunnersbury Park	Improvements to Stables and Small Mansion building	Chiswick	Chiswick Gunnersbury	Conservation Management Plan updated to 2013	LB Hounslow & Ealing/ Gunnersbury CIC/ Gunnersbury Development Trust/ Historic England	Phase 1 (1-5 years)	Essential	TBC	-	TBC	Multiple sources, incl. External grant, LB Hounslow Capital Funding, Developers Contributions (CIL/S106)	



Heritage: Park Heritage Improvements	Chiswick House & Gardens Cedar Yards Community & Creative Campus	Repurposing and developing historic underused buildings and green space for new purposes	Chiswick	Chiswick Homefields	2021 Place Making Plan, Chiswick House & Gardens Trust	LB Hounslow & Chiswick House & Gardens Trust (CH>)	Phase 1 (1-5 years)	Essential	£5,543,000	Secured £3,219,000 - various charitable trust funds. £377,270 Local CIL various tranches £784,809 - Developer contributions (Strategic CIL) £60,202 - Developer contributions (s106)	£1,101,719	Charitable Trust and Private Funding. Fundraising Plan in Place
Heritage: Park Heritage Improvements	Chiswick House & Gardens Conservatory (Heritage Asset at Risk)	Improvements to Grade I Listed conservatory	Chiswick	Chiswick Homefields	2021 Place Making Plan, Chiswick House & Gardens Trust	Chiswick House & Gardens Trust (CH>)	Phase 1 (1-5 years)	Essential	TBC	Secured £400,000 LBH Capital for surveying and feasibility	TBC	TBC
Heritage: Heritage and Culture Building Asset Improvement Renewal	Hanworth Park House	Internal, external, structural and nonstructural alterations and refurbishment to the House	Hanworth	Hanworth Park	Heritage at Risk, London and South East Register, Historic England 2022/ HPH Condition and Repair Overview ? Statement of Enabling Development	AGC Property/ LBH	Phase 1 (1-5 years)	Essential	£12,500,000	Anticipated £12,500,000 To be secured subject to signing s106 Agreement & commencement of Enabling works	-	TBC
Heritage: Heritage and Culture Building Asset Improvement Renewal	Heritage Assets at Risk	General Remedial works to address Heritage Assets when and if required.	Borough Wide	Multiple Wards	Heritage at Risk, London and South East Register, Historic England 2023	Private owners/ LBH	On Going	Essential	TBC	TBC	TBC	Multiple Sources, Grant, LB Hounslow Capital , Development Contributions (CIL/S106) On a case by case basis
Cultural Space: Heritage and Culture Building Asset Improvement Renewal	Arts Centre	Reprovision of Arts Centre following redevelopment at Brentford Police Station.	Brentford & Syon	Brentford East	Long Term Aspiration - currently included in Capital Programme.	LBH (Regen and Culture))	Phase 1 (1-5 years)	Essential	£60,000,000	Anticipated £10,000,000 - LBH Capital	£50,000,000	Multiple sources, incl. LB Hounslow Capital Funding, Developers Contributions (CIL/S106)
Cultural Space: Heritage and Culture Building Asset Improvement Renewal	Arts Centre, Hounslow/ Paul Robeson Theatre	Reprovision of Arts Centre following redevelopment	Central Hounslow	Hounslow Central	Redevelopment of Treaty Centre	LBH (Regen and Culture)	Phase 2/3 (5-15 years)	Essential	TBC	-	TBC	Reprovision to be considered as part of redevelopment costs of Treaty Centre
EDUCATION												
Education: Early Years Provision	Provision of Additional Childcare Places	Provision of new childcare places resulting from the expansion of funded Early Years entitlements for families taking up the expanded 30hours	Borough Wide	Multiple Wards	In Hounslow the DfE estimate that 369 places will need to be created by September 2025.	Private providers, Childminders and Schools	Phase 1 (1-5 years)	Essential	£422,000	Secured £308,000 - DfE Capital Expansion Grant funding of £308,000 £114,000 - Developer contributions (s106)	-	Any future funding gap in future years will be required to be addressed through future Grants or Hounslow Capital including CIL and S106 Resources



Education: Early Years Provision	Wraparound Child Care	Primary school-aged children will be able to access term time childcare in their local area from 8am-6pm, so that parents can access employment and improve labour market participation.	Borough Wide	Multiple Wards	Supply and mapping exercise completed by Hounslow arrived at a need for 632 places.	Schools, Private providers and Childminders	Phase 1 (1-5 years)	Essential	£1,121,171	Secured £1,121,171 - Grant Allocation over 2 years, from national Wraparound Childcare Programme.	TBC for future years	Any future funding gap in future years will be required to be addressed through future Grants.
Education: Primary & Secondary Places	Reach Academy, Hanworth Park, New Through School	New all-through free school is scheduled to open in September 2024 (initial intake for Reception and Year 7) in the Feltham & Hanworth planning area	Hanworth	Hanworth Park	Free School provision directly funded and supported from DoE	Reach Academy	Phase 1 (1-5 years)	Essential	£25,200,000	Direct DfE Funding (Figures estimate, based on similar Free School provision)	-	NA
Education: Special Education Needs & Disabilities Provision	SEND ARP, Reach Academy, Hanworth Park, New Through School	SEND Resource provision commissioned to the need of 30 students with Cognition and learning needs across primary and secondary. Student numbers staggered over the years until meeting full commissioning of 30.	Hanworth	Hanworth Park	3 - Open resource provision within Reach Academy 2	LBH	Phase 1 (1-5 years)	Essential	£1,091,603	Anticipated £1,091,003 - LBH SEN Capital funding	-	NA
Education: Special Education Needs & Disabilities Provision	Wings Special School 209-213 Hanworth Road, Hounslow, TW3 3UA	New Free special school with 90 places for young people aged 11-19 who have Social Emotional and Mental Health (SEMH) needs. Hounslow will be commissioning 75 vacancies within the school. Scheduled to open September 2026	Bedfont & Feltham	Hanworth Park	Free School provision directly funded and supported from DoE	Orchid Hill Academy Trust	Phase 1 (1-5 years)	Essential	Unknown - Direct DoE Funding	Unknown - Direct DoE Funding	Unknown	NA
Education: Special Education Needs & Disabilities Provision	Lindon Bennett School Expansion	Nursery and Reception relocation to more functional premise, with the intended addition of 16 pupil across KS1&2	Bedfont & Feltham	Hanworth Village	Lindon Bennett Classroom Expansion SBC V1.0.docx Safety Valve Section 542 (2) Education Act 1996, school premise regulations 2012	LBH	Phase 1 (1-5 years)	Essential	£6,500,000	Secured £380,0000 - Allocated from SEN Capital Grant	£6,120,000	TBC
Education: School Building Maintenance and Adaptions	Maintenance and adaption/modification of Existing Schools.	Necessary maintenance and adaption/modification of school premises in line with changing school needs in line with changing pupil population.	Borough Wide	Multiple Wards	Based on ongoing costs & estimates of work to maintain School estate.	LBH / Schools	All Phases (1-15 years)	Important	£50,000,000 to £75,000,000	Secured £8,600,000 - DoE Grant 24/25 to 2025/26. £1,800,000 - Developers contributions (S106)	£39,600,000 to £64,600.000	Multiple Sources, Incl.. School and LB Hounslow Budgets, Developer Contributions (CIL/S106)



Education: Further Education including Adult Education and Schools and Training	Meadowbank Community education Centre - Adult Education Investment	Adaptation of Meadowbank Community Education Centre to incorporate a library and community hub service	Borough Wide	Multiple Wards	Localities and Council Asset Management Strategy	LBH	Phase 1 (1-5 years)	Important	£360,000	<u>Anticipated</u> £25,000 LBH Capital, initial Feasibility Study	£335,000	
Education: Further Education including Adult Education and Schools and Training	Hounslow House - Adult Education Investment	Adaption of Hounslow House to include teaching and learning spaces for adult and community education service and a shared reception area together with community solutions.	Borough wide	Multiple Wards	Localities and asset management strategy	LBH	Phase 1 (1-5 years)	Important	£1,460,000	<u>Secured</u> £742,000 - Adult Education Grant £718,000 - LBH Capital Programme	-	TBC
Education: Further Education including Adult Education and Schools and Training	West Thames College	Development of facilities (multi-site) to offer enhanced technical and skills provision	Borough Wide	Multiple Wards	Local Skills Improvement Plan	West Thames College	Phase 1 (1-5 years)	Essential	TBC	-	TBC	DofE Grant, GLA Adult Education Developed Funding
Education: Special Education Needs & Disabilities Provision	SEND Independence/ Employability Hubs	Development / adaption of LA and/or partner facilities to support delivery of SEND Independence/Employability Hubs	Borough Wide	Multiple Wards	Hounslow SEND Participation & Employment Plan	LBH	Phase 1 (1-5 years)	Essential	TBC	-	TBC	SEND Capital Funding High Needs Block (Designated Schools Grant) for revenue funding
Education: Higher Educations	University of West London Higher Education Hub	Development/adaption of LA and/or partner facilities to support delivery of offer	Borough Wide	Multiple Wards	Hounslow Youth Skills & Employment Guarantee	TBC	Phase 1 (1-5 years)	Essential	TBC	-	TBC	University, LBH Capital including CIL and S 106
Education: Youth Provision	Youth Offer	Development/ adaption of facilities to support community-based youth offer	Borough Wide	Multiple Wards	Hounslow Children & Young Peoples Plan	TBC	Phase 1 (1-5 years)	Essential	TBC		TBC	Multiple Sources, Incl. LB Hounslow Budgets, Grants Developer Contributions (CIL/S106)
Education Total									£86,154,774 to	£46,055,000 to		
									£106,154,774	£71,055,000		
Health												
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Brentford Health Centre	New build health centre to replace the existing facility on a NHS freehold site owned by NHS PS. New facility will house 3 x local GP practices and will deliver a range of primary and community local services. Bid relates to the provision of new medical equipment, furniture and fixtures.	Brentford & Syon	Syon & Brentford Lock	NHS North West London Five Year Strategic Plan	NHS North West London ICB in partnership with NHS Property Services (NHSPS)	Phase 1 (1-5 years)	Essential	£16,700,000	<u>Secured</u> £209,726 - Developers contributions (s106) <u>Anticipated</u> £6,000,000 - Capital funding secured through mixed use development of NHS land and associated re-investment £651,646 - Developers contributions (s106)	£9,838,627	NHS Property Services (NHSPS) Capital funding, developers' contributions, CIL



Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Heston Health Centre	Proposed redevelopment of health centre to modernise two out-dated small buildings. New facility will house primary care and a range of community services.	Heston & Cranford	Heston West	NHS North West London Five Year Strategic Plan	NHS North West London ICB in partnership with NHS Property Services & West London Trust	Phase 1 (1-5 years)	Essential	£8,917,500	Secured £72,106 - Developers contributions (s106) Anticipated £1,000,000 - Capital funding secured through mixed use development of NHS land and associated re-investment	£7,845,394	NHS PS Capital funding, developers' contributions, CIL
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Heart of Hounslow Centre for Health	Undertake adaptations to an existing health centre to provide fit for purpose accommodation and to increase clinical capacity. Includes reconfigurations and refurbishment works to meet clinical requirements. Largely looking at the expansion of mental and community health services in collaboration with West London Trust. Expansion of primary care where required.	Central Hounslow	Hounslow Central	NHS North West London Five Year Strategic Plan	NHS North West London ICB in partnership with NHS Property Services & West London Trust	Phase 1 (1-5 years)	Essential	£2,378,000	Secured £215,000 - Developers contributions (s106) £974,000-Developers Contributions (Strategic CIL) Anticipated £1,189,000 Capital funding from ICB	-	ICB Capital funding, developers' contributions, CIL
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Feltham Centre for Health	There is no dedicated mental facility anywhere near this area which will need investigation as to whether mental health appointments are available in any of the current facilities The nearest sexual health clinic and maternity unit is 5 miles away and the Acute Hospital. Feltham Centre for Health adaptations to increase the utilisation of the health centre and develop into a hub location, with proposals to increase mental and sexual health offerings. Joint project to be explored with Primary Care, Community teams and Chelwest Trust. The Feltham Centre for Health has 380m2 of available void space (this includes half the area that would be shared).	Bedfont & Feltham	Feltham West	NHS North West London Five Year Strategic Plan	NHS North West London ICB in partnership with NHS Property Services	Phase 1 (1-5 years)	Important	£1,100,000	Secured £132,643 - Developers contributions (s106) £150,000 - Developers Contributions (Strategic CIL) ICB Funding: £550,000	£267,357	NHS Property Services/Trust/ICB Capital funding, developers' contributions, CIL



Health: Expansion/ Renovation of Existing Health Facilities or Hubs	West Middlesex Hospital - Isleworth PCN	Further exploration being undertaken with Chelwest to determine requirements. The south-west of this ward does not have equal access to services. The high areas of deprivation are on the edges of the 1mile travel distance access aspiration. Only one GP practice in the area. Limited resilience, especially given the high levels of deprivation. The area is close to the Acute Hospital to enable easy access to specialist services, including mental health services. Reconfiguration and refurbishment works expected. Re-phasing	Brentford & Syon	Syon & Brentford Lock	NHS North West London Five Year Strategic Plan	NHS North West London ICB in partnership with NHS Property Services	Phase 1 (1-5 years)	Essential	Unknown	Anticipated Central capital funding Unknown	TBC by NHS Chelsea & Westminster Trust	ICB Capital funding, developers' contributions, CIL
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Maswell Park Health Centre	The area does not have equal access to services. Proposals to redevelop the health centre to improve service offering and access to healthcare.	Hounslow South, Isleworth, Osterley and Spring Grove	Hounslow South	NHS North West London Five Year Strategic Plan	NHS North West London ICB in partnership with NHS Property Services	Phase 3 (10-15 years)	Important	£1,783,500	Anticipated Capital funding Unknown	£1,783,500	ICB Capital funding, developers' contributions, CIL
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Thornbury Road Centre for Health	The area does not have equal access to services. Proposals to redevelop the health centre to improve service offering and access to healthcare.	Central Hounslow	Osterley and Spring Grove	NHS North West London Five Year Strategic Plan	NHS North West London ICB in partnership with NHS Property Services	Phase 2 (5-10 years)	Important	£475,600	Secured £183,351 - Developers contributions (s106) £125,000 - Developers Contributions (Strategic CIL)	£167,249	ICB Capital funding, developers' contributions, CIL
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	West Middlesex University Hospital - Ambulatory Diagnostic Centre (ADC)- Phase 1 of WМУH Masterplan	Development of a new Ambulatory Diagnostic Centre in the Hounslow Borough. £81m project set to take 121 weeks to complete. Completion expected around September 2026. On target.	Brentford & Syon	Syon & Brentford Lock	Local Hounslow Borough Trust Plan	NHS Chelsea & Westminster Trust	Phase 1 (1-5 years)	Essential	£81,000,000	Secured £1,000,000 - Developers contributions (Strategic CIL) £76,000,000 NHS Capital	£4,000,000	NHS Trust Funding / developers' contributions (CIL/S106)



Health: Expansion/ Renovation of Existing Health Facilities or Hubs	West Middlesex University Hospital - Master Plan - Later Phases	Phased reconfiguration and redevelopment of Hospital Estate site to maximise site utility, Phases to include: Phase 1: ADC (addressed above) Phase 2: New Multi Storey Car Park - linked to main hospital building- unlocking space for new development. Phase 3: New Administrative Centre with additional clinical space. Phase 4: New Women's Centre for specialist maternity services. Phase 5 New Residential Developer on old Maternity Site & Percy House	Brentford & Syon	Syon & Brentford Lock	Local Hounslow Borough Trust Plan	NHS Chelsea & Westminster Trust	Phase 1/2 (1-10 years)	Essential	£12,000,000 to £20,000,000	Secured £125,000 Development Contributions (Strategic CIL) to wards cost of Masterplan.	£11,875,000 to £19,875,000	NHS Trust Funding / developers' contributions (CIL/S106)
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	The Meadows Centre for Health	The Meadows Health Centre has 248m2 of available void space. Proposed reconfiguration and refurbishment works to expand community, children and mental health services. Potential to explore some sexual health services.	Hounslow South, Isleworth, Osterley and Spring Grove	Hounslow West	NHS North West London Five Year Strategic Plan	NHS North West London ICB in partnership with NHS Property Services	Phase 1 (1-5 years)	Essential	TBC	-	TBC - currently unknown	NHS Property Services, ICB and Developer Contribution (CIL/S106)
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Development of a sexual health and maternity outreach site.	Limited access to specific services in the area. The nearest sexual health clinic and maternity unit is 4.5 miles away at the Acute Hospital. Exploration of possible opportunities to provide "outreach" sexual health and maternity services in this location via youth centres or other community locations. Proposal to use existing Trust, NHS Property Services Estate in the first instance, followed by exploring Local Authority sites.	Hanworth	Hanworth Park	NHS North West London Five Year Strategic Plan	NHS North West London ICB	Phase 1 (1-5 years)	Essential	TBC	-	TBC - currently unknown	NHS Property Services, ICB and Developer Contribution (CIL/S106)



Health: Provision of new Health Facilities	Development of virtual hubs to offer an integrated service solution.	Various virtual hubs to house a number of services (particularly mental health, maternity and sexual health) where there is currently no or limited provision. Proposed within the following areas Cranford, Heston and or East Bedfont. Proposal to use existing Trust, NHS Property Services Estate in the first instance, followed by exploring Local Authority sites.	Borough Wide	Multiple Wards	NHS North West London Five Year Strategic Plan	NHS North West London ICB	Phase 2 (5-10 years)	Essential	TBC	-	TBC - currently unknown	NHS Property Services, ICB and Developer Contribution (CIL/S106)
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	HIYOS (Healthy In Your Own Skin) practice increasing capacity / potential relocation.	Practice currently in commercial site with increasing rent above what is reimbursed. High population growth on doorstep with the current build no longer accommodating patient to GP ratio safely. The project would look to support the practice with improving its capacity or exploring a potential relocation.	Central Hounslow	Hounslow Central	NHS North West London Five Year Strategic Plan	NHS North West London ICB	Phase 1 (1-5 years)	Essential	TBC	-	TBC - currently unknown	NHS Property Services, ICB and Developer Contribution (CIL/S106)
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Gill Medical Practice (Primary Care)	Conversion of new premises to improve capacity and service offering.	Bedfont & Feltham	Feltham North	NHS North West London Five Year Strategic Plan	NHS North West London ICB	Phase 1 (1-5 years)	Important	TBC	-	TBC - currently unknown	NHS Property Services, ICB and Developer Contribution (CIL/S106)
Health: Expansion/ Renovation of Existing Health Facilities or Hubs	Holly Road (Primary Care)	Conversion of existing space in current building to improve capacity and service offering.	Chiswick	Chiswick Gunnersbury	NHS North West London Five Year Strategic Plan	NHS North West London ICB	Phase 1 (1-5 years)	Important	TBC	-	TBC - currently unknown	NHS Property Services, ICB and Developer Contribution (CIL/S106)
Health Total								£124,354,600 to		£35,777,127 to		
TRANSPORT								£132,354,600		£43,777,127		
Transport: Active Travel/Walking and Cycling	Cycle Route 1: Feltham to Heathrow T4	Route approximately following the Longford River from Feltham to create a direct link into Heathrow Terminal 4. The majority of the route to be off-highway, greenway facilities already exist through Feltham Arenas and south of Feltham High Street.	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 1 (1-5 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.



Transport: Active Travel/Walking and Cycling	Cycle Route 2: Feltham to Ashford	A very flat, primarily traffic-free link off route 5 would connect to Ashford town centre in neighbouring Surrey. The route would make use of existing greenways through Bedfont lakes.	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 1 (1-5 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle route 3: Hanworth Park to Twickenham via River Crane	Starting in Hanworth Park and on to greenway facilities along the River Crane. Currently, the key barrier is crossing the A312 where a pedestrian and cycle crossing could be introduced to complete the offhighway route towards Twickenham.	Hanworth	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 1/2 (1-10 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle Route 4: Hounslow to Hanworth/Hampton	Linking Hounslow town centre to Hanworth and on to Hampton to provide a useful orbital link and take advantage of recently introduced segregated cycle facilities along the A314 in Hanworth	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 1/2 (1-10 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle route 5: Hounslow to Feltham town centre	Cycle route from Hounslow to Feltham town centre would connect two major town centres and could serve as a western extension of CS9. Sections of Staines Road already have well-lit and fully segregated cycle facilities. Options for the connection to Feltham off the Staines Road include a direct link on Hounslow Road (B), through Hounslow Heath connecting through Sparrow Farm (C), or heading further west along the A315 and connecting through the Feltham Arena (A). Road narrowing at the Baber Bridge remains a key challenge.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 1/2 (1-10 years)	Essential	£5,000,000 to £10,000,000	Secured £530,000 Developers contributions (Strategic CIL)	£4,470,000 to £9,470,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.



Transport: Active Travel/Walking and Cycling	Cycle route 6: Hounslow to Heathrow via Bath Road	Link between Hounslow and Heathrow via Bath Road is highlighted as being in the 20% of potential cycle connections in London26. Works to improve cycling facilities on the Bath Road between Hounslow and the A4 are already planned/have been completed and continuing this across the A4 would be a well-used cycle route connecting key town centre to a primary employer.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 1 (1-5 years)	Essential	£3,000,000 to £5,000,000	Secured £514,000 Developers contributions (Strategic CIL)	£2,486,000 to £4,486,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle Route 7: Hounslow to Southall and Hayes (routes A & B)	Starting at Hounslow town centre, this route comprises of a combined southern section and splits into routes A and B towards Hayes and Southall respectively. Routes, using segregated cycle lanes and park land where possible. The main challenge for delivery, is crossing A4 at Sutton Lane a complex and busy junction.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 1 (1-5 years)	Essential	£3,000,000 to £5,000,000	Secured £1,400,000 Developers contributions (Strategic CIL)	£1,600,000 to £3,600,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle Route 8: Hounslow to Whitton quietway	Connects Hounslow and Whitton town centres only 3.5km apart, but a journey that could easily be made by bike, particularly given that high levels of traffic congestion often affect bus journey times. The quietway route would run along Central Avenue, following the alignment of route 9, and then head south towards Whitton High Street.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 2 (5-10 years)	Essential	£1,000,000	-	£1,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.



Transport: Active Travel/Walking and Cycling	Cycle route 9: Hounslow to Richmond	This route connects Hounslow and Richmond town centres via predominantly quiet back streets and off carriageway facilities along Central Avenue and Glen Walk. The total length of the route is expected to be 5.5km, with 3km within the London Borough of Hounslow. The westernmost section of this route is not yet defined.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 2 (5-10 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle Route 10: Syon Lane to Ealing	Route would connect the future C9 to Ealing via Osterley on primarily off road or quietway level provision, running parallel to Syon Lane. The route would run through the western extent of the Great West Corridor and continue northward towards Ealing. A key challenge exists in adapting and/or rebuilding the Quaker Lane footbridge over the Piccadilly Line to make it suitable for cyclists.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 2/3 (5-15 years)	Essential	£3,000,00 to £5,000,000	-	£3,000,00 to £5,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle Route 12: Brentford, Boston Manor and South Ealing extension to C9	Route presents an opportunity to connect Brentford High Street and CS9 to Ealing, a connection identified as being in the top 20% of potential cycle connections in London. Alignment to be confirmed, but connects to one kilometre Cycle track delivered on Boston Manor Road.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 1 (1-5 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle Route 13: Chiswick Bridge link to C9 via Grove Park	Connection is not yet defined as a specific route; however, it is identified as a key desire line linking cyclists from Twickenham across Chiswick Bridge, through Grove Park along quietway level provision and towards CS9 along Sutton Court Road.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 2/3 (5-15 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.



Transport: Active Travel/Walking and Cycling	Cycle Route 15: Chiswick Bridge to C9 via Dukes Meadows	The Thames Path is an attractive leisure route that serves as a parallel, off highway link up to CS9 from Twickenham. Scope to create a coherent route along the Thames would connect cyclists up to Chiswick Mall through Dukes Meadows. Options exist for crossing the A4 via shared use subways and quietway options through 20mph roads south of Chiswick High Road would allow the route to link up to CS9.	Chiswick	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 2/3 (5-15 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Active Travel/Walking and Cycling	Cycle Route 16: Hanworth to Lower Feltham	Newly identified route that will connect Hanworth to Lower Feltham via Snakey Lane. The exact route is still subject to a Feasibility Study	Bedfont & Feltham	Multiple Wards	2025 Hounslow Transport Strategy	TfL/LBH	Phase 2/3 (5-15 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Potential funding sources include but are not limited to: TFL LIP, TFL Other, CIL, S106, S278, amongst other funding opportunities.
Transport: Public Transport (Rail)	West London Orbital Rail	West London Orbital Rail: A New service Linking Hounslow to North West London with new Station at Lionel Road	Borough Wide /North West London (subregional)	Multiple Wards	Mayors Transport Study (MTS) Proposal 88 2025 Hounslow Transport Strategy	TfL, Network rail, DfT, LBH and WLA Partner Boroughs	Phase 2/3 (5-15 years)	Critical	£430,000,000 to £610,000,000	-	£430,000,000 to £610,000,000	Network Rail, TfL, DfT, LBH Capital funding, WLA Partner Boroughs, Developer Contributions
Transport: Public Transport (Rail)	Southern Rail Access to Heathrow inclusive of a station at Bedfont	Southern Rail Access to Heathrow inclusive of a station at Bedfont	Borough Wide / Wider South East	Multiple Wards	Mayors Transport Study (MTS) Proposal 74 relating to London's links to the Wider South East and beyond 2019 LIP (Non Programme)	Network DfL, TfL, LBH	Phase 2/3 (5-15 years)	Critical	£1,000,000,000	Anticipated £900,000,000 - Central Govt funding, DfL, TfL, GLA, plus private financing	£100,000,000	DfT, TfL/GLA, Developers contributions
Transport: Public Transport (Rail)	Brentford to Southall Rail link	Southall Rail Link Shuttle Rail Link running between Southall and Brentford with a new station in Great West Corridor Opportunity Area.. To facilitate improved access with the Elizabeth Line. Plus improved pedestrian and ad cycle facilities on and over A4	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	Network Rail/DfT/TfL/LBH	Phase 2/3 (5-15 years)	Critical	£100,000,000	Anticipated £70,000,000 - Central government funding, DfT, TfL/GLA, LIP	£30,000,000	DfT, TfL/GLA, LBH Developers contributions
Transport: Public Transport (Rail)	Rail Capacity Upgrades	Rail capacity upgrades: Piccadilly Line, District Line and SWR Hounslow Loop Upgrades	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	TfL/SWR/Network Rail	Phase 2/3 (5-15 years)	Essential	£50,000,000	Anticipated £50,000,000 - Rail operators and TfL	-	TBC



Transport: Public Transport (Rail)	Improvements to station accessibility	Improvements to station capacity, accessibility and customer experience. Particular focus on Gunnersbury Station, Kew Bridge, Hounslow West and Turnham Green where capacity issues already apparent. Step free access at Syon Lane to be introduced by end 2019/20 and at other Hounslow Loop stations in future phases. Isleworth Station step-free in 2024. CIL award for Hounslow West tube station in 2023.	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	TfL/SWR/Network Rail /LBH	On Going	Essential	£20,000,000	Secured £2,775,607 Developer contributions (Strategic CIL)	£17,224,393	LB Hounslow, TfL Train Operating Companies, Developer contribution
Transport: Public Transport (Bus)	Turn Up and Go Bus services for all of Heathrow	Heathrow Bus improvements. - schemes likely linked to Heathrow. Turn up and go bus service for all airport bus routes. Euro VI minimum fleet Bus priority to link to a new restricted access southern road tunnel to the Central, Terminal Area	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	TfL/Heathrow/LBH	Phase 1 (1-5 years)	Essential	£5,000,000	-	£5,000,000	Heathrow, LB, Hounslow, LIP (TfL), Developers contributions
Transport: Public Transport (Bus)	Bus enhancement Great West Corridor Connections	A package of bus enhancements designed to improve services between the Great West Corridor and stations / local centres (e.g. H91, E1 frequency).	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	LBH, LIP (TfL)	Phase 1/2 (1-10 years)	Essential	£5,000,000	Anticipated £3,500,000 - Heathrow, LBH, LIP (TfL)	£1,500,000	LB Hounslow, LIP (TfL), Developers contributions
Transport: Public Transport (Bus)	Great West Corridor - Bus services Improvements	A package of bus enhancements designed to improve services between the GWC and stations / local centres (e.g. H91, E1 frequency increases and route changes)	Borough Wide	Multiple Wards	Emerging Local Plan TfL monitor the need for frequency increases as demand changes, for example as a result of new development. 2025 Hounslow Transport Strategy	LBH, LIP (TfL)	Phase 1/2 (1-10 years)	Essential	£5,000,000	Anticipated £3,500,000 - LIP (TfL)	£1,500,000	LB Hounslow, LIP (TfL), Developers contributions
Transport: Public Transport (Bus)	Great West Corridor - Rapid Transit Bus	A4 Bus Rapid Transit: Introduction of an express bus service with extensive bus priority measures along A4 Corridor	Borough Wide	Multiple Wards	TfL monitor the need for frequency increases as demand changes, for example as a result of new development.	TfL	Phase 1/2 (1-10 years)	Essential	£10,000,000	Anticipated £7,000,000 LIP (TfL)	£3,000,000	LB Hounslow, LIP (TfL), Developers contributions



Transport: Public Transport (Bus)	Bus improvements - borough wide	Improvements to the bus network within the borough to ensure high quality services covers the borough.	Borough Wide	Multiple Wards	Local Plan and 2025 Hounslow Transport Strategy	TfL	Phase 1/2 (1-10 years)	Essential	£10,000,000	-	£10,000,000	LB Hounslow, LIP (TfL), Developers contributions
Transport: Road Network and Safety	Junction Optimisation - Clockhouse Roundabout	Roundabout grade separation or other improvements Heathrow sustainable access enhancement (southern road tunnel)	Bedfont & Feltham	Bedfont	Further feasibility work will be required before proceeding.	TfL	Phase 2/3 (5-15 years)	Critical	£30,000,000	Anticipated £27,000,000 - LIP/TfL Heathrow	£3,000,000	Developers Contributions
Transport: Road Network and Safety	Various Junction Optimisation, West of Borough	Junction optimisation (further scoping & feasibility to be undertaken), Including: -Lower Feltham Triangle Junction - A312/A314 Junction- Bedfont Lane/A315 Junction A312/A315/A244 Triangle - A312/Cranford High Street Junction - A3063 Optimisation (Wellington Route Orbital Route)	Bedfont & Feltham (Check)	Multiple Wards	2025 Hounslow Transport Strategy	TfL	Phase 2/3 (5-15 years)	Essential	£10,000,000	Anticipated £7,000,000 - LIP/TfL	£3,000,000	Developers Contributions
Transport: Road Network and Safety	Jolly Waggoners roundabout improvements/grade separation	Reduce congestion and improve safety at key junction of A4/A312 TFL project	Heston & Cranford	Cranford	2019 LIP (Non Programme) Initial project concept study undertaken (TfL)	TfL	Phase 2/3 (5-15 years)	Critical	£25,000,000	Anticipated £22,500,000 - LIP (TfL)/ Heathrow	£2,500,000	Developers Contributions
Transport: Pedestrian Movement and Public realm	Severance reduction programme	Severance reduction programme – bridge enhancements to facilitate improved pedestrian and cycle access in the following locations: West Area Greenways & Strategic Walking network enhancement (e.g. Thames Path); Clockhouse Lane Foot and Cycle Bridge; Whitton Road; Hounslow Road (LB Richmond); Baber Bridge; Windmill Lane; Boston Manor Station –Golden Mile green link	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	LBH	All Phases (1-15 years)	Critical	£30,000,000	Anticipated £14,850,000 - LBH Capital Fund TfL £150,000 - Highway England Designated Fund	£15,000,000	Multiple sources, including LIP (TfL), Developers contributions
Transport: Pedestrian Movement and Public realm	Feltham New Road - Bridge Widening	Widening of existing bridge to facilitate improved pedestrian and cycle access at New Road, Feltham	Bedfont & Feltham	Bedfont	LIP/Feltham master Plan	LBH	Phase 1/2 (1-10 years)	Essential	£1,000,000	Anticipated £500,000 LIP (TfL)	£500,000	Multiple sources, incl. LIP (TfL), Council Capital funding, Developers contributions



Transport: Pedestrian Movement and Public realm	Great West Corridor	Healthy Streets - Local Connections Package: A set of walking and cycling enhancements to connect workplaces and residential areas to transport hubs retail areas and Leisure facilities.	Multiple Area Forums	Multiple Wards	2025 Hounslow Transport Strategy	LBH	Phase 1/2 (1-10 years)	Essential	£12,000,000	Secured £510,000 London Implementation "Better Street Improvement Fund" £90,000 Plan Cycle Parking Funding Anticipated £5,700,000 TfL funding	£5,700,000	Multiple sources, incl. LIP (TfL), Council Capital funding, Developers contributions
Transport: Public Transport (Rail)	Access improvements to stations	A series of improvements to improve access to station (rail and tube) within the borough to include crossing improvements, drop off facilities as identified by feasibility studies.	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	LBH	Phase 1 (1-5 years)	Essential	£1,000,000 to £3,000,000	Secured £300,000 Developers contributions (Strategic CIL)	£700,000 to £2,700,000	Multiple sources, incl. LIP (TfL), Council Capital funding, Developers contributions , Strategic CIL
Transport: Pedestrian Movement and Public realm	Signage Strategy - improvements	Signage strategy to improve walking and wheeling in the borough. To establish a network and ensure healthy street approach is adopted	Borough Wide	Multiple Wards	2025 Hounslow Transport Strategy	LBH	Phase 1 (1-5 years)	Essential	£1,000,000 to £3,000,000	-	£1,000,000 to £3,000,000	Multiple sources, incl. LIP (TfL), Council Capital funding, Developers contributions , Strategic CIL
Transport Total									£1,766,300,000 to £1,982,000,000	£648,480,393 to £862,180,393		
EMERGENCY SERVICES & COMMUNITY SAFETY												
Emergency Services & Community Safety: Neighbourhood Police Bases/Offices	Neighbourhood Police Offices	Creation of local police neighbourhood offices to cover tow clusters of Wards in Hounslow. Cluster 1; Chiswick Homesfield, Chiswick Riverside, Brentford East, Brentford West, Syon & Brentford Lock and Isleworth Cluster 2 Heston West, Cranford, and Bedfont.	Multiple Area Forums	Multiple Wards	MPS submission on IDP as result Regulation 19 Local Plan Consultation.	Metropolitan Police Service	All Phases (1-15 years)	Important	Unknown	-	TBC	Multiple sources, incl. LIP (TfL), Council Capital funding, Developers contributions ,(Strategic CIL & S106)
Emergency Services & Community Safety: CCTV Network	Overall CCTV Network Update	- New CCTV Control Room and equipment - New Command and Control recording platform - New HD Community Safety CCTV cameras - New HD Traffic Enforcement CCTV cameras	Multiple Area Forums	Multiple Wards	LBH Hounslow Digital Strategy	LBH	Phase 1 (1-5 years)	Important	TBC	-	None	Multiple sources, incl. LIP (TfL), Council Capital funding, Developers contributions , Strategic CIL



		- New HD Subway CCTV cameras - New HD Rapid Redeployable CCTV cameras - New Wireless Radio Network System - New Housing CCTV cameras										
Emergency Services & Community Safety: CCTV Network	Relocation of CCTV Control Room	The relocation of the existing CCTV control room to new CCTV control room due to risks of water leaks	Borough Wide	Borough Wide	LBH Hounslow Digital Strategy	LBH	Phase 1 (1-5 years)	Important	£1,000,000	-	£1,000,000	Multiple sources, incl. LIP (TfL), Council Capital funding, Developers contributions , Strategic CIL
Emergency Services & Community Safety Total									£1,000,000		£1,000,000	
GRAND TOTAL									£3,564,575,159 to £3,823,275,159		£2,268,784,593 to £2,530,484,593	

2. Source Strategies & Other Documents Referenced in IDP

Strategy or Source Document Name & Short Summary of Content & Link	Date Adopted / Published	Lead Agency
<u>Climate Change, Energy and Utilities</u>		
Hounslow Climate Emergency Action Plan (CEAR) Sets out the Borough's Climate high level action response to reduce emissions in Short-term (1yr), Medium term (2/5yrs), and longer term (5/10yrs), https://www.hounslow.gov.uk/info/20006/environment/2063/climate_emergency/2	14 July 2021	LB Hounslow
Hounslow Climate Energy Action Plan 4th Annual report Annual update on Climate Emergency Action Plan setting out the progress made to date on delivering the plan Appendix 1 for Climate Emergency Action Plan - Fourth Annual update.pdf	Autumn 2024	LB Hounslow
National Grid Electricity Systems Operator (NGESO) – Our Five Point Plan A 5-point plan of tactical initiatives to address the contractual issues re energy connections in the short-term/ https://www.nationalgrideso.com/industry-information/connections/our-five-point-plan	April 2023	NGESO
West London Electricity Capacity Constraints Addresses West London Electricity Capacity https://www.london.gov.uk/sites/default/files/2024-03/GLA_March2024_WestLondonUpdate_Checked_March%202024.pdf	March 24	GLA
A Greener Hounslow – Pathway to Net Zero Sets out the actions that will allow the target of 50% reduction by 2026 to be achieved. (Update on actions around CEAR Borough wide Emissions) https://democraticservices.hounslow.gov.uk/documents/s185005/Appendix%20A%20-%20Pathway%20to%20Net%20Zero%20-%20Delivery%20Plan.pdf	July 2023	LB Hounslow
An Air Quality Action Plan 2023 Outlines the necessary steps to improve air quality in Hounslow between 2023- 2028 by LB Hounslow directly and in collaboration with community groups, regional and national government agencies, and businesses. Indication of lead responsibilities, costs, outputs, targets and KPI's given Air Quality Action Plan 2023 London Borough of Hounslow	12 Dec 2023	LB Hounslow



Net Zero Neighbourhoods A LB Hounslow approach to identify suitable neighbourhoods for a phase one net zero neighbourhood's demonstrator project, setting out: https://democraticservices.hounslow.gov.uk/documents/s188577/Net%20Zero%20Neighbourhoods%20-%20Report.pdf	12 Dec 2023	LB Hounslow
Reduction and Recycling Plan (RRP) April 2023 to March 2025 The Reduction and Recycling Plan forms part of the Cleaner priority with a reduction in overall waste produced, an increase in recycling and the use of Hounslow waste site and a reduction in the borough waste management systems environmental impact. https://democraticservices.hounslow.gov.uk/documents/s184974/Appendix%20A%20-%20Draft%202023%20-%20Reduction%20and%20Recycling%20Plan%20the%202023%20RRP.pdf	11 July 2023	LB Hounslow
District Heating Feasibility Sets out opportunities of district heating networks in the borough https://publications.aecom.com/media/files/60708989_Hounslow-District-Heating-Feasibility_Redacted_2024-01-26.pdf	2023	AECOM
<u>Green & Blue Infrastructure</u>		
LB Hounslow Green and Blue Strategy Defines Green and Blue Infrastructure, and the vision and framework for Green and Blue Infrastructure in Hounslow. https://www.hounslow.gov.uk/info/20191/cleaner_greener/2351/green_infrastructure_strategy	October 2021	LB Hounslow
Hounslow Nature Recovery Action Plan (NRAP) 2023 –2028 Addresses the Vision for Nature Recovery in Hounslow, approaches to Nature Recovery, Biodiversity, and Urban Greening. Open Water Habitats, Optimising Wider Environmental Priorities, Strategic Actions, and a Delivery Plan containing specific actions and projects https://democraticservices.hounslow.gov.uk/documents/s188049/Item 3 - Nature Recovery Action Plan.pdf	July 2023	LB Hounslow
Mayor of London's All London Green Grid (ALGG) The ALGG is a key policy framework that aims to promote the design and delivery of green infrastructure across London. https://www.london.gov.uk/sites/default/files/algg_spg_mar2012.pdf	March 2012	Mayor of London
Colne and Crane Valleys Green Infrastructure Strategy	Sep 2019	Crane Valley Partnership



<p>The strategy addresses the challenges in the Colne and Crane River areas, intended to be used by developers and local authorities to inform development proposals.</p> <p>https://www.colnevalleypark.org.uk/green-infrastructure-strategy-downloads/</p>		
<p>Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance relating to the implementation of various London Plan policies including those on shaping neighbourhoods.</p> <p>https://www.london.gov.uk/sites/default/files/osd31_shaping_neighbourhoods_play_and_informal_recreation_spg_high_res_7_0.pdf</p>	Sep 2012	GLA
<p>Design for Play A Guide to creating successful play spaces.</p> <p>https://www.playengland.org.uk/designforplay</p>	June 2008	Play England
<p>Allotments Strategy Strategy to promote and enhance allotment sites in the borough.</p> <p>https://www.hounslow.gov.uk/downloads/file/2710/allotments_strategy</p>	Dec 2020	LB Hounslow
<p>Cemetery Strategy This strategy assesses the current burial provision in Hounslow and addresses the challenges for future demands.</p> <p>https://www.hounslow.gov.uk/cemetery-strategy</p>	Oct 2019	LB Hounslow
<p>Green Belt Review Commissioned study analysing the role that green belt land plays within the Borough.</p> <p>GS01 LBH Green Belt Review Stage 1 (2015)</p> <p>GS03 LBH Green Belt Review Stage 2 (2019)</p>	April 2015 and June 2019	LB Hounslow
<p>Hounslow Biodiversity Action Plan Provides a strategic overview of biodiversity in Hounslow. The action plan highlights actions for protecting, conserving, and enhancing wildlife and habitats.</p> <p>https://democraticservices.hounslow.gov.uk/documents/s85102/FinalHBAPamendedoctober2013.pdf</p>	June 2011	Hounslow Biodiversity Action Plan Partnership
<p>Tree Plan and Tree Management Plan</p>	July 2023	LB Hounslow



Addresses a number of factors around Tree management and tree planning, including planning obligations and Tree Planning. https://democraticservices.hounslow.gov.uk/documents/s184982/Appendix%20B%20-%20Tree%20Plan%20and%20Tree%20Manag		
Thames Landscape Strategy This strategy analyses the character of the river landscape and provides a vision for different elements of the landscape to shape future policy, management, projects, and design. https://www.thames-landscape-strategy.org.uk/our-work-1/thames-landscape-strategy-document/	Updated 2012	Thames Landscape Strategy
Thames River District Basin Flood Risk Management Plan 2021 to 2027 A high level document covering the entirety of Thames River Plan, includes the Greater London Surface Water Flood Area https://assets.publishing.service.gov.uk/media/6380a45d8fa8f56ea9d462d8/Thames-FRMP-2021-2027.pdf	Dec 2022	Environment Agency
Surface Water Management Plan Aims to influence future capital investment, drainage maintenance, public engagement and understanding, land use planning, emergency planning and future developments. https://democraticservices.hounslow.gov.uk/documents/s172094/CEX611%20Surface%20Water%20Management%20Pla	April 2021	LB Hounslow as Lead Local Flood Authority
Thames Estuary 2100 Plan Strategy for managing flood risk in the Thames Estuary. https://www.gov.uk/guidance/list-of-policy-units-by-local-council-thames-estuary-2100	2012	Environment Agency
Strategic Flood Risk Assessment (SFRA) Joint Level 1 SFRA for the West London Boroughs of Barnet, Brent, Ealing, Harrow, Hillingdon, and Hounslow. https://wtlondonsra.london/	2018	Joint commission by West London Boroughs
<u>Leisure, Physical Activity & Sport</u>		



Built Sports Facility Strategy (Client Draft)	(Client Draft March 2025)	LB Hounslow
Playing Pitch Strategy 2017 to 2030 Addresses outside playing field/pitches requirements across the Borough including Cricket, Football, Rugby Hockey, Tennis, Bowling Greens, and other sports, https://democraticservices.hounslow.gov.uk/documents/s138675/Appendix%201%20Hounslow%20PPS%20FINAL%20071116.pdf	October 2016	LB Hounslow
<u>Community Hubs and Localities</u>		
Asset Management Strategy 2024 -2029 Sets out utilisation of council owned assets https://democraticservices.hounslow.gov.uk/documents/s191683/Asset%20Management%20Strategy%20-%20Appendix%201.pdf	March 2024	LB Hounslow
<u>Heritage and Cultural Space</u>		
Heritage at Risk Register London & South East The Heritage at Risk Register includes historic buildings and sites that are at risk of loss. HAR Register 2024 Entries including additions and removals.ods	2024	English Heritage
<u>Education</u>		
Childcare Sufficiency Report 2022/23 An assessment of local childcare market. https://www.hounslow.gov.uk/info/20027/early_years_and_childcare/57/childcare_sufficiency		LB Hounslow
National Wraparound Child Programme Handbook Government Guidance on Wraparound Childcare provision https://assets.publishing.service.gov.uk/media/65d859af6efa83001ddcc55b/National_Wraparound_Childcare_Programme_Handbook.pdf	Feb 2024	Dept of Education



Childcare Expansion Capital Guidance for LAs Nov 2023: https://assets.publishing.service.gov.uk/media/66165d051a70cf4b9209316c/Childcare_Expansion_Capital_Guidance_For_LAs_Nov2023.pdf	Nov 2023	Dept of Education
Pupil Roll Projections, GLA School Roll Projection Service https://data.london.gov.uk/school-rolls-projection-service/#:~:text=To%20help%20school%20place%20planners,migration%20of%20school%20a	May 2025	GLA
Hounslow SEND Participation & Employment Plan https://www.hounslowhealthandcare.org/news-and-campaigns/news/new-hounslow-childrens-young-peoples-plan	Sept 2024	LB Hounslow
<u>Health</u>		
North West London Health and Care Strategy Sets out the Health and Care Strategy for eight London Boroughs in the NHS North West London ICB area North West London Health and Care Strategy :: North West London ICS (nwlondonicb.nhs.uk)	2023	NHS - North West London - ICB
North West London ICB Estates Strategy NHS NWL ICB - Estates Strategy Overview - Hounslow.pdf NHS NWL ICB - Estates Strategy Overview for External Circulation.pdf	December 2024	NHS - North West London - ICB
<u>Transport</u>		
Hounslow Transport Strategy 2025 https://www.hounslow.gov.uk/downloads/download/953/hounslow_transport_strategy_2025	March 2025	LB Hounslow
London Mayors Transport Strategy The overall transport strategy for London, setting out the challenges and vision for London london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf	March 2018	London Mayor/TfL



Hounslow Local Implementation Plan The Hounslow LIP seeks to reflect and implement the London Mayor's Transport Strategy in local borough context Hounslow Local Implementation Plan (LIP) London Borough of Hounslow	March 2018	London Mayor/TfL
Mayor Transport Strategy Outcomes – Borough Data Package Contains info on supplementary Mode Share Data http://planning.data.tfl.gov.uk/	December 2023	London Mayor/TfL

3. List of Infrastructure Projects or Types of Projects

Area	Types of Infrastructure Projects identified by LB Hounslow	Lead Agencies
Climate Change, Energy and Utilities		
Borough Wide	Air Quality	LBH, GLA & TfL
Borough Wide	Electric Vehicles	LBH, GLA & TfL
Borough Wide	Energy Efficiency and Building Fabric	LBH
Borough Wide	Renewable Energy	LBH
Borough Wide	District Heating and Energy Networks	LBH & Partners
Borough Wide	Telecoms and Digital Connectivity	LBH & Partners
Borough Wide	Waste	LBH, DEFRA, GLA, ReLondon
Blue and Green Infrastructure		
Borough Wide	Biodiversity	LBH Parks
Borough Wide	Habitat Creation	LBH Parks
Borough Wide	Woodland Creation	LBH Parks
Borough Wide	Parks Masterplans	LBH Parks
Borough Wide	Parks and Open Spaces Improvements General	LBH Parks
Borough Wide	Children's Play	LBH Parks

Borough Wide	Management Plans	LBH Parks
Borough Wide	Strategic Connections	LBH Parks, Landowners, Community Groups
Borough Wide	Partnership Work	LBH Parks, Landowners, Community Groups
Borough Wide	Food Growing	LBH Parks/Allotment Societies
Borough Wide	Cemeteries	LBH Parks & Cemetery Service
Borough Wide	Flood Alleviation and Blue Infrastructure	LBH Parks, LLFA (Hounslow), Env Agency & Partners
Leisure, Physical Activity and Sports Activity		
Borough Wide	Leisure & Sports Activity Outdoor	LBH Parks & Leisure
Borough Wide	Leisure Centres	LBH Leisure
Community Hubs & Localities		
Borough Wide	Locality Approach	LBH
Borough Wide	Council/Community Building Asset Improvements	LBH & Community Groups

Heritage and Culture Spaces		
Borough Wide	Heritage and Culture Building Asset Improvement Renewal	LBH Culture/Conservations
Borough Wide	Park Heritage Improvements	LBH Parks/Culture/Conservation
Education		
Borough Wide	Early Years Provision	LBH Education, Schools, Private & Community Providers
Borough Wide	Primary and Secondary School Places	LBH Education/Schools
Borough Wide	Special Education Needs & Disabilities Provision	LBH Education/Schools
Borough Wide	School Building Maintenance and Adaptions	LBH Education/Schools
Borough Wide	Further Education including Adult Education and Schools and Training	LBH/West Thames College
Borough Wide	Youth Provision	LBH
Borough Wide	Higher Educations	LBH / Universities
Health		
Borough Wide	Expansion/ Renovation of Existing Health Facilities or Hubs	NHS Northwest London ICB/LBH
Borough Wide	Provision of new Health Facilities	NHS Northwest London ICB/LBH

Transport		
Borough Wide	Active Travel/Walking and Cycling	TfL/LBH
Borough Wide	Pedestrian Movement and Public realm	LBH
Borough Wide	Public Transport (Bus)	TfL
Borough Wide	Public Transport (Rail)	TfL, SWR, Network rail, & LBH
Borough Wide	Road network and Safety	TfL/LBH
Emergency Services and Community Safety		
Borough Wide	Neighbourhood Police Bases/Offices	MPS
Borough Wide	CCTV Network	LBH