

# Planning Brief for the Feltham Ministry of Defence site

Supplementary Planning Document to guide future development  
of the MOD site on Elmwood Avenue

August 2017

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**London Borough  
of Hounslow**

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## FOREWORD

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The Ministry of Defence is seeking to release this large 14 hectare site adjacent to Feltham Town Centre as part of a programme of release of a number of sites across the country for alternative uses such as much needed housing. The future re-development presents a significant opportunity for the Borough in terms of delivering much needed new private and affordable housing and job opportunities. It will assist the Council to deliver Hounslow's Local Plan objectives and the Corporate Plan priorities. The redevelopment of the Site provides an excellent opportunity for comprehensive redevelopment and to 'stitch' development into the fabric of Feltham as a whole.

Feltham Town Centre has been designated a Housing Zone by the Mayor of London unlocking significant investment potential. That designation is a key element of the wider regeneration programme already underway in the area, unlocking inward investment and development to help meet identified housing need based on demand and sub-regional growth. The Housing Zone has an indicative capacity for some 3,000 new homes by 2026. The MOD Site is one of the key identified sites in the Housing Zone.

This planning brief is intended to provide the landowner and prospective developers with planning guidance in order that a high quality mixed development is achieved. The brief aims to ensure a comprehensive approach to the redevelopment of the entire site to maximise integration. We would like to ensure the future development on the MOD Site together with other planned improvements to the town centre and other new development proposals will bring about the maximum economic, social and environmental benefits to the residents and businesses of Feltham and the Borough.

This brief has been prepared by Hounslow Council (the local planning authority) in the context of relevant statutory national, London and local planning and transportation policies for the area. It provides guidance on the broad policy, development and design parameters that should guide any development proposals in the MOD Feltham site. This is a formal supplementary planning document when adopted and it will be used in the determination of future planning applications for the Site.



**Councillor Steve Curran**  
Leader of Hounslow Council  
And Cabinet Member for  
Corporate Strategy



## **1. ROLE AND PURPOSE OF THIS PLANNING BRIEF**

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- 1.1 The purpose of this Planning Brief (the Brief) is to set out the main planning requirements in relation to the MOD site (the Site) in Feltham. The Ministry of Defence is seeking to release this large 14 hectare site, C V Depot, Elmwood Avenue, London TW13 7AH, adjacent to Feltham Town Centre as part of a programme of release of a number of sites across the country for alternative uses such as much needed housing.
- 1.2 Due to the Site's location immediately adjacent to Feltham Town Centre, its substantial size, the significant opportunity to deliver housing growth as being one of Housing Zone core sites, it is considered important to produce a Planning Brief to provide direction for potential developers regarding the Council's expectations relative to its redevelopment and to guide future applications.
- 1.3 The Brief sets out planning, design and development guidance on the opportunities the Site represents, but also the planning constraints and responsibilities of working with the historic environment. It will also give certainty to existing landowners, key stakeholders and the local community as to the uses the Council considers appropriate for the Site.
- 1.4 It will be a material consideration in determining any applications for planning permission.

## **2. STRUCTURE OF THIS DOCUMENT**

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- 2.1 This document is designed to be clear and intuitive and is therefore structured into the following distinct parts:
  - The COUNCIL'S VISION FOR THE SITE sets out an overall approach for the Site that any future proposals should adhere to.
  - The BACKGROUND section considers the nature of the Site and surrounding area.
  - PLANNING POLICY FRAMEWORK and KEY PLANNING AND DESIGN REQUIREMENTS list planning policy documents and specific policies within them, guidance and other supporting documents which are relevant to the assessment of planning applications on the Site. Any future applications that depart significantly from the key planning and design requirements set out are unlikely to be granted permission.
  - The CONCEPT PLAN is intended to be conceptual and indicative rather than prescriptive giving an idea of the potential form of development based on existing masterplanning work carried out by the Council. Future proposals may potentially take a somewhat different form.
  - IMPLEMENTATION AND PLANNING APPLICATION REQUIREMENTS set the expected requirements for any future planning applications on the Site.

### 3. THE COUNCIL'S VISION FOR THE SITE

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- 3.1 The Council wishes to see the Site developed as a new “urban quarter” of the town centre that it will become
- A place for the community
  - A place with a strong identity
  - A great place to live
  - A place to work
  - A place easy to get to
  - A place with fantastic open spaces
  - A place promoting good health
- 3.2 The Council believes the vision can be achieved by:
- A masterplan approach to the Site delivering a comprehensive development to ensure the Site integrates with the urban fabric of Feltham Town Centre and the Smith House site to achieve wider connectivity with Hanworth Air Park;
  - A high quality residential-led mixed use development;
  - A mix of residential types, tenures and sizes including family housing, with 40% affordable housing provision, flexible commercial and office floorspace, local retail facilities to serve the development only, publicly accessible open space(s), community facilities including a secondary school/ all through school, leisure and health facilities, strong new connections through the Site and linkages to the Town Centre;
  - Public transport improvements to and from the Site to improve accessibility;
  - The provision of good pedestrian and cycle links within the Site and to the Town Centre and to the public transport network;
  - A high standard of urban design and landscaping, establishing it as a new “urban quarter” to the Town Centre and enhancing the Conservation Area and Listed Building;
  - A maximising density approach to development at modest scale respecting the scale of neighbouring sites and the general character of the surrounding area; and
  - A development that takes account of broader sustainability issues.
  - A development that promotes health by promoting access to openspaces and attractive space for active travel and physical activity.

### 4. BACKGROUND

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#### 4.1 The Site and Land Use

- 4.1.1 The Site is located in the south-east of the Borough in Hanworth Park ward. It comprises some 14 hectares containing a range of functional buildings (e.g. former barrack buildings) for MOD use and an area of open space for staff sporting and recreational purposes (3.8 hectares in area to the east of the Site). The MOD currently operates the Geographic Services from its Feltham

site. Existing development on the Site is not dense, with much circulation space around the Site allowing for vehicular movement predominantly. The Site is secured on all sides. The northern part of the Site lies in Feltham Town Centre Conservation Area. There is one listed building on site: Feltham House, a three-storey plus basement Grade II listed building (listed on 21 May 1973, listed entry number: 1189466) of red brick and red tiled roof (also see paragraph 4.3.1 for details).

**Figure 1: the completely secured Feltham MOD Site**



- 4.1.2 The Site is bounded by industrial estates and housing estates. Access to the Site is from either Elmwood Avenue or Browell's Lane (currently only an emergency access). Adjacent to the Site to the east is a relatively modern office development, at Smith House, Elmwood Avenue, Feltham, Middlesex, TW13 7QD occupied by the Royal Bank of Scotland (RBS), alongside other modern warehousing units. The Council considers that the Smith House site has development potential which could form part of the comprehensive development of the MOD Site. For the purposes of this document, the two sites will be referred to as the MOD Site (14.18 hectares) and Smith House site (1.42 hectares). The Smith House site is covered in Section 4.6.
- 4.1.3 The nearest train station is Feltham which is about 600 metres from the northern end of the Site (approximately 8 minutes' walk away). Feltham is served by South West Trains connecting to Waterloo and Reading and Windsor. It will benefit from two additional fast trains per hour from 2018. The nearest underground station is Hatton Cross on the Piccadilly line just over 10 minutes' bus ride away.

## 4.2 Land Ownership

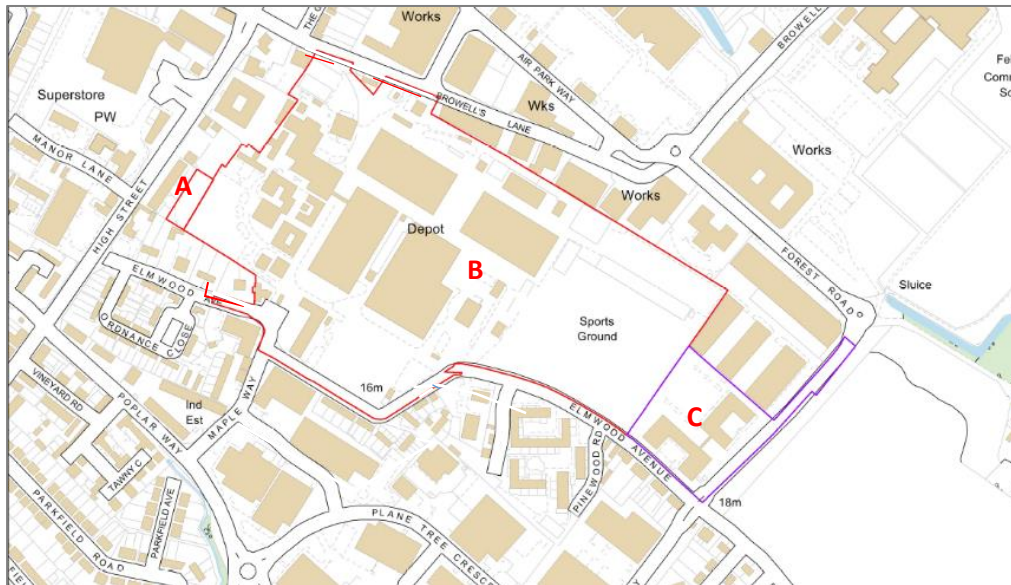
- 4.2.1 The entire MOD Site is owned by the Ministry of Defence. Smith House is owned by Dezrez Limited.

### Land parcels:

MOD Site (A + B)	Smith Site
A (MX59697) = 1,466.5m <sup>2</sup> B (AGL271161) = 140,326m <sup>2</sup>	C (AGL367022) = 16,676m <sup>2</sup> 1.42 hectares when excluding public highways



**Figure 2: Feltham MOD and Smith House sites**



**Figure 3: Aerial photograph of MOD Feltham (Site outlined in red)**



## 4.3 Site History

- 4.3.1 The Grade II listed 18<sup>th</sup> century Feltham House is located within the northern end of the Site. The exterior is of stock brick, with both west and east frontages consisting of three storeys and a basement with additional projecting wings of two storeys and basement. The interior has been modernised but retains some 18<sup>th</sup> century features of interest. The listing description notes that no history of the house appears to have been recorded,

**Figure 4: Feltham in 1757 (John Rocque)**





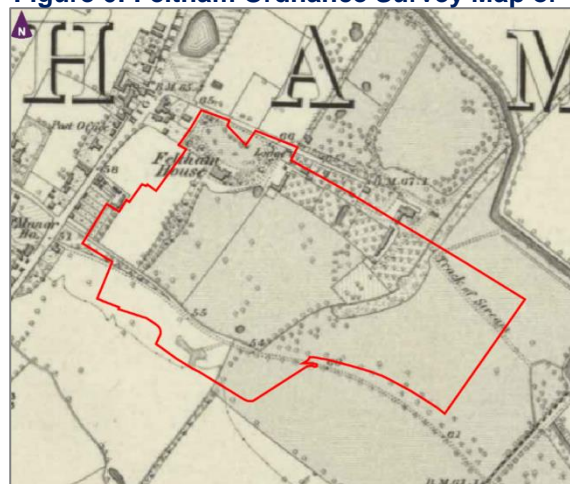
although the interior decoration may be partly attributable to James Wyatt, an architect who lived at Hanworth and the house itself belonged on land owned by the Villebois family.

- 4.3.2 Further documentary research on the history of Feltham House is recommended to inform any future built heritage assessment which may be undertaken.

**Figure 5: Map of Feltham Parish, 1802**

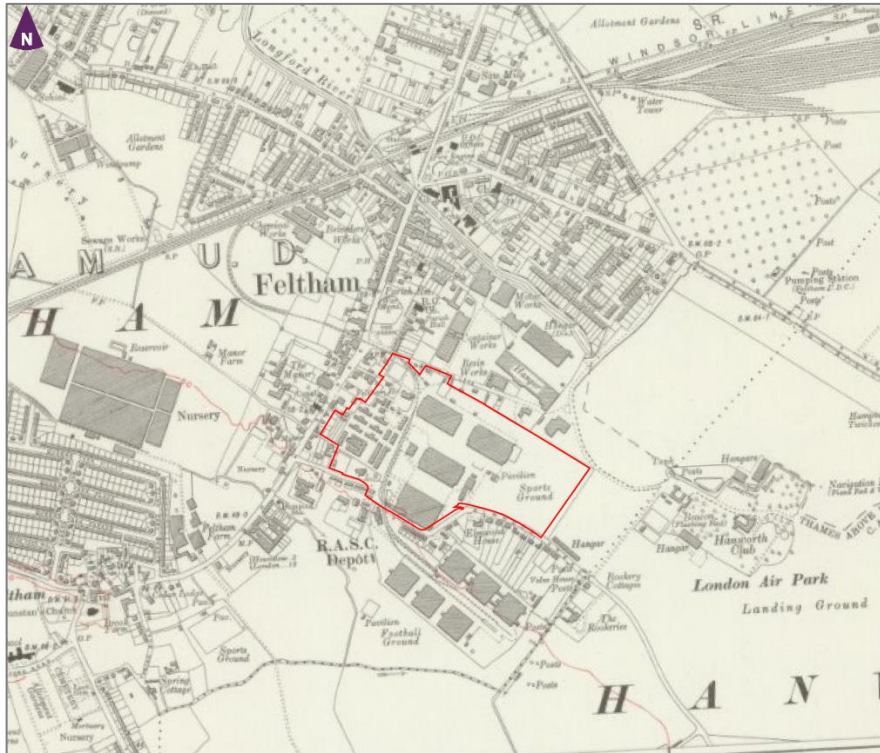


**Figure 6: Feltham Ordnance Survey Map of 1842**



- 4.3.3 In the 18<sup>th</sup> century, Feltham was a small village and remained that way until the late 19<sup>th</sup> century with the land mostly laid out as market gardens for supplying the London markets. The London and South Western Railway Company opened a railway line from the then terminus at Richmond to Datchet in Slough on 22 August 1848. This led to much 19<sup>th</sup> century and 20<sup>th</sup> century expansion. It is likely that Feltham has medieval origins; being in the Domesday survey of 1086, although archaeological evidence of the village's early existence is limited.
- 4.3.4 The main period of development of the Site was during the twentieth century and associated with the redevelopment of part of the Site as an ordnance depot for the Royal Army Service Corps (RASC), including what is most likely to be a tramway within the Site connecting to the main railway line through Feltham.
- 4.3.5 The Army became interested in the Site during the First World War and took over part of the Air Acceptance Park which was established in WWI. The Royal Army Service Corps Depot was established in 1922/23. The new Depot took over some of the existing buildings that had provided support facilities for the aerodrome.

**Figure 7: Feltham Ordnance Survey Map of 1935**

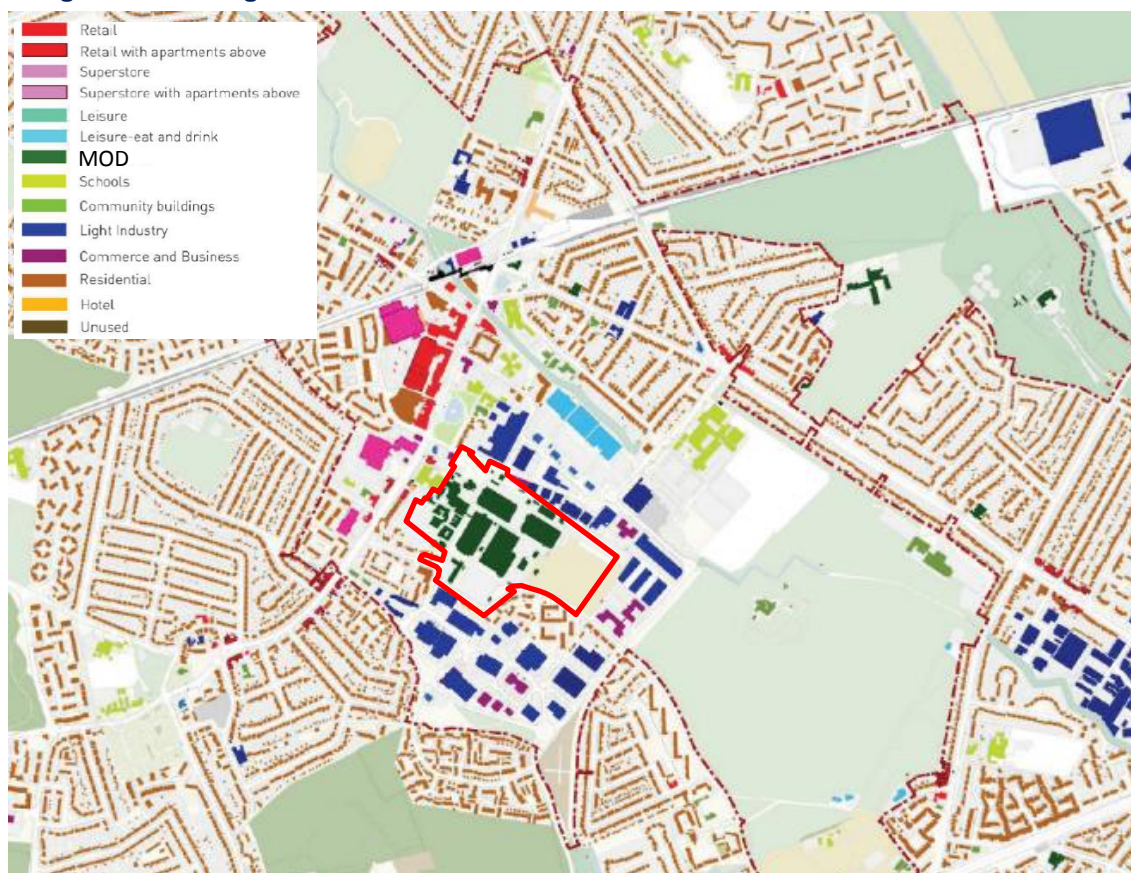


- 4.3.6 The above 1935 Ordnance Survey plan of Middlesex shows tramlines running north through the Site and turning to the west in front of Feltham House, apparently crossing Feltham High Street at grade. South of Feltham House the base had a series of barrack blocks, with large industrial buildings to the east of the tramline, occupying the eastern half of the Site, (two of which remain, aligned in a north west to south east alignment and to the north of the Site. The RASC Depot occupied land to the south of the Site. Questions in the House of Commons show that the Site was in use from at least 1924 by the War Department employing 550 civilian employees (Hansard A).
- 4.3.7 The site of a Second World War anti-aircraft gun post was recorded on the northern side of the Site by the Defence of Britain project. Historic maps show little change to the Site after the war until the 1960s when it is evident that the tram ways were extended across the north of the Site. However, in the 1970s, the Site was reduced in size with the southern part of the Site sold for redevelopment. The tramway sidings and much of the track on the retained site were also removed. Infilling happened to the south of the Site, for residential and commercial purposes.
- 4.3.8 Between the 1960s and modern day, the buildings occupying the centre of the Site have largely remained in situ, although areas have been laid to parking to the south of the Site, where a depot building was rebuilt during the 1990s. The sports field occupying the west of the Site remains as open ground, whilst further to the east and outside of the Site, encroachment of open space since the 1960s has occurred, with the area being originally used as parking space and then developed as commercial structures.



## 4.4 Site Characteristics and Relationship with Surrounding Area

**Figure 8: Existing Land Uses in the area**



- 4.4.1 The Site lies adjacent to Feltham Town Centre which is a District Centre as classified in the London Plan. As shown in figure 9, on the northwest side, the Site adjoins a parade of shops (B) which forms part of the Feltham Town Centre Secondary Shopping Frontage. Other adjoining properties include commercial (D, E, F) (to the north, south and east) and residential properties (C) (to the south) and an all-through 2-form entry free school for pupils aged 4-18, Reach Academy (A) (to the west). Leisure West, a leisure complex consisting of a multiplex cinema, tenpin bowling alley, bingo club and restaurants, is separated from the MOD Site by the industrial units on Browell's Lane. Hanworth Air Park is approximately 120m away from the MOD Site, separated by Smith House.
- 4.4.2 Hanworth Air Park is located further east of Smith House. There are a number of recreation facilities in the park including walking, jogging, cycling, football, rugby and Hanworth Air Park Leisure Centre & Library which is a multi-purpose centre with facilities including a gym, main pool, learning pool, squash courts, outdoor courts, health suite and crèche.

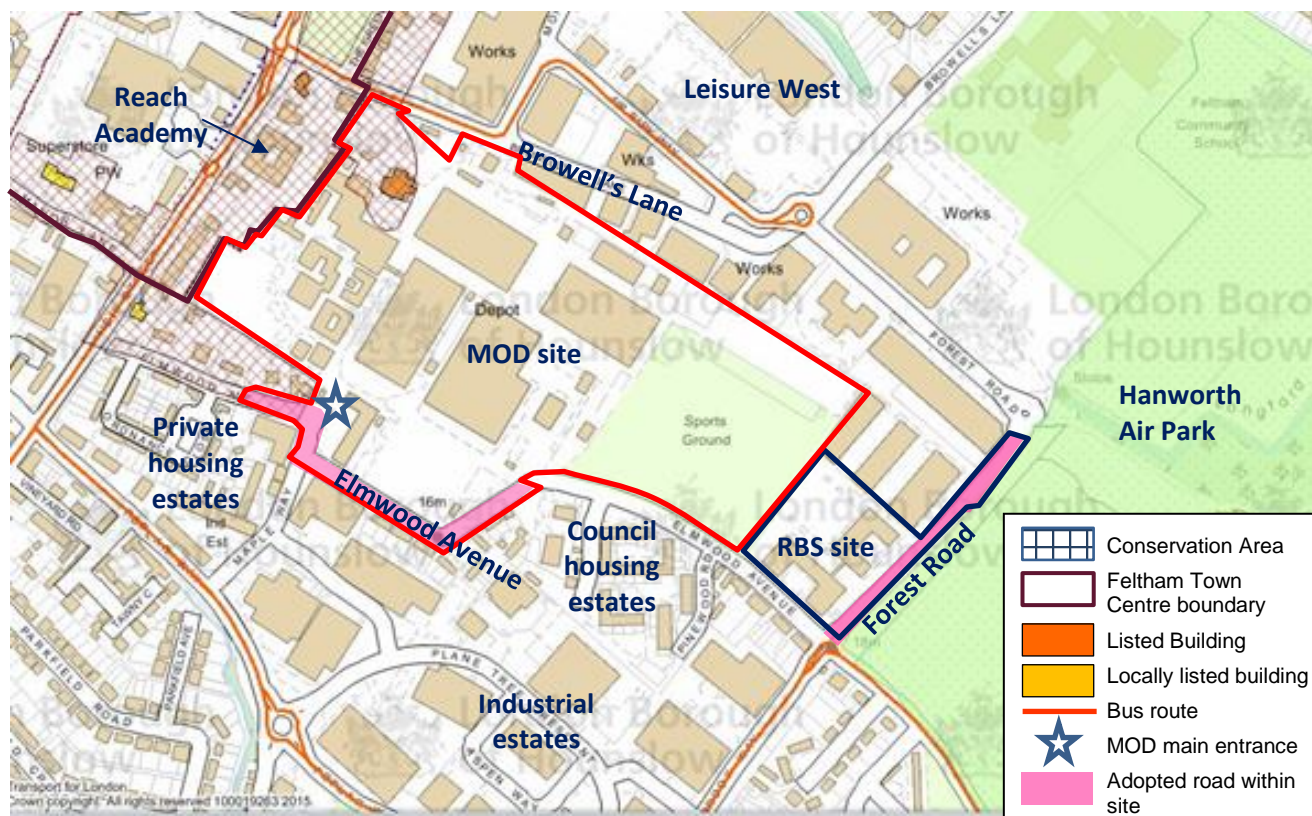


**Figure 9: The scale of neighbouring sites**



4.4.3 Feltham Town Centre is the main retail and service centre for Feltham and the surrounding area including East Bedfont and Hanworth. It offers a mix of shops, restaurants, a library, health facilities and four large supermarkets. The rest of the town is dominated by suburban housing, open spaces and trading estates.

**Figure 10: Town centre boundary and conservation area boundaries**



## 4.5 The Site in the Planning and Regeneration Context

- 4.5.1 Feltham Town Centre as part of the 'West of Borough' is identified in the Local Plan as an area for growth. The Council is currently producing a West of Borough Plan as part of a Local Plan review to look at improvement, growth and regeneration of this area. This is currently scheduled to be adopted in early 2019.
- 4.5.2 The Council approved a Feltham Vision and Concept Masterplan in May 2015 to start shaping comprehensive improvement, regeneration and development of the Town Centre and its environs. In addition, the Council was successful in the designation of a Housing Zone for Feltham Town Centre by the Mayor of London which could provide significant investment towards over 3,000 new affordable and private homes in the area to 2026, of which the MOD Site is a key site. The Greater London Authority (GLA) has also invested significant funding in Feltham to identify key infrastructure projects (Feltham Implementation Plan) to improve the environment and public realm in the town centre. As such there is an extensive regeneration programme supporting the improvement and growth of Feltham.
- 4.5.3 The Feltham Vision and Concept Masterplan (Feltham Masterplan) is being revisited to take account of the new investment opportunities and the Housing Zone designation including looking at further improvements and regeneration opportunities for the town centre. The Masterplan 2017 will be a flexible framework to guide the spatial form and types of development towards a coherent and connected outcome to inform the emerging plan for the west of



the borough. The Masterplan will also identify infrastructure needed to meet population and economic growth. It will include schemes for new housing, redevelopment of green spaces, parks and leisure areas, improved cycling and walking access, better retail mix with more restaurants and cafes, public realm improvements to attract business and employment investment. Any improvements to public transport provision and accessibility within the masterplan area will have different effect to the PTAL (Public transport accessibility level) of each opportunity site. Equally, there will be cumulative impact of the amount of residential and economic development proposed in Feltham on community infrastructure. The MOD Site should not be looked at in isolation. Applicant(s) should refer to the Feltham Masterplan 2017 when looking at the wider context.

**Figure 11: Illustrative Feltham Masterplan 2017**



- 4.5.4 In addition, the Heathrow Opportunity Area covering the west of the borough includes Feltham and Hillingdon. It is one of the 38 opportunity areas designated by the London Plan, Opportunity Areas have significant potential capacity to accommodate new housing, commercial and other development linked to planned or potential improvements to public transport accessibility. The Heathrow Opportunity Area has an indicative employment capacity of 12,000 new jobs and a minimum 9,000 new homes. The London Plan states, “in Hounslow, there is capacity to continue the rejuvenation of Feltham as a town centre and to develop the borough’s strategically important industrial offer”.

## 4.6 Smith House

- 4.6.1 The 1.42 hectare (3.51 acre) site, which is approximately rectangular in shape, comprises one 3 storey C shape” building built in the early 1970s and one 2 storey “U-shape “ block built in the late 1980s, linked at first floor level



by a footbridge. The site is predominantly hard standing with circa 254 off-street car parking spaces with some landscaping positioned around the existing buildings and along the Elmwood Avenue and Forest Road edges.

4.6.2 Prior Approval for change of use from office to residential use was granted to the neighbouring site to the east, the Smith House site (the site is currently occupied and leasehold owned by the Royal Bank of Scotland) at Smith House, Elmwood Avenue, Feltham TW13 7QD.

4.6.3 This Planning Brief does not include the potential quantum of new development. The scale and massing of new buildings should consider the relationship with the MOD Site.

4.6.4 To achieve a high quality, comprehensive development, any applicant/ developer for the MOD Site should work proactively with the landowner/ developer of the Smith House site. Working in co-operation will ensure that there is scope for achieving the necessary permeability, higher PTALs (Public Transport Accessibility Levels) for Smith House, better accessibility to amenities for both sites, a high quality public realm, enhanced sustainability and increased sense of place with a comprehensive approach.

4.6.5 The MOD and Smith House sites are currently disconnected. Permeability is important for improving physical access to local amenities such as Hanworth Air Park where Master planning for the wider park is due to start. The Council will seek the delivery of a pedestrian/ cycling access linking the MOD Site and Hanworth Air Park through Smith House and the removal of the footbridge linking two building blocks when redevelopment for Smith House site takes place.

4.6.6 Permeability through Smith House leading to improved PTAL will need to be achieved before higher density proposal could be considered.

**Figure 12: Smith House Site Boundary**



**The footbridge linking 2 building blocks at Smith House**

## **5. PLANNING POLICY FRAMEWORK**

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### **5.1 Summary**

- 5.1.1 Proposals for the Site should take account of national, regional (London) and local planning policies that apply to the Site. The Hounslow statutory development plan is the 2015 Local Plan, alongside the London Plan and relevant supplementary planning guidance as listed in Appendix 5. Regard has to be given to the National Planning Policy Framework (NPPF) in decision making.
- 5.1.2 Instead of repeating policies as part of the Brief, a Planning Policy Matrix has been produced to highlight the main planning issues for consideration and enable cross-referencing to relevant parts of the Local Plan, London Plan and the National Planning Policy Framework (NPPF). The Matrix is set out in Appendix 6. The key policy issues relevant to the Site are housing, employment, transport, design, environmental quality and community uses.

### **5.2 National Planning**

- 5.2.1 In March 2012, the Government adopted the National Planning Policy Framework (NPPF) which contains all national planning policies and supersedes the previous system of planning policy statements and most guidance. Site proposals must comply with the NPPF. The most prominent objective in the NPPF is for local authorities to positively plan for and support sustainable growth in all three aspects of the physical, economic and social environment. This planning brief supports the delivery of the NPPF's objectives through promoting sustainable development and growth.

### **5.3 Regional Planning Policy**

- 5.3.1 Relevant regional planning policies are set out in the London Plan (2016) 'Spatial Development Strategy for London Consolidated with Alterations since 2011'. The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The London Plan is part of the Development Plan for all London Boroughs and must be used in conjunction with local policies.
- 5.3.2 The London Plan identifies a number of key policies and strategies to increase the delivery of high quality, well planned private and affordable housing across the capital supported by adequate infrastructure. The Heathrow Opportunity Area designated by the London Plan covers Hillingdon and the west of the Borough (including Feltham) and the Area has an indicative employment capacity of 12,000 new jobs and a minimum 9,000 new homes.
- 5.3.3 To help meet housing needs in the capital and the housing targets set by the London Plan, the Mayor of London has agreed the designation of and funding in principle for 31 Housing Zones, including Feltham Town Centre, in

partnership with London boroughs. A total of £600 million, comprising loan finance and grant funding has been made available by the Mayor and Government for the construction of 75,000 new homes for this 10/11 year programme (2015-2026). The programme will also provide 150,000 associated jobs up to 2026.

- 5.3.4 The Mayor will replace the current London plan and has produced his vision statement, a City for all Londoners, to inform the new Plan. A draft replacement plan will be published for consultation in autumn 2017, with an Examination in Public in summer 2019 and publication of the new replacement plan in autumn 2019.

## **5.4 Local Plan**

- 5.4.1 The Local Plan, which sets out the Council's proposals for future development, was adopted by the Council in September 2015. The plan includes a suite of policies that guide development in the Borough, provides the basis for planning decisions and sets out the Council's land use planning strategy and development allocations to facilitate future development up to 2030. It identifies four parts of the Borough as having capacity for growth and change. The west of the Borough including Feltham is one of these areas.
- 5.4.2 The Council has a clear commitment to increase the amount of housing with a London Plan housing target of 822 additional homes per year. A significant proportion of these will need to be affordable. The latest Housing Needs Assessment, produced as an evidence base for the Local Plan Review, indicates 1,898 new homes are required per annum to meet estimated population growth. The Council's Local Plan has a policy seeking 40% affordable housing on every major development undertaken in the Borough.
- 5.4.3 The Local Plan also seeks to ensure that growth is supported by the infrastructure necessary to support new and existing communities, setting out proposals for improved public transport and critical infrastructure such as schools. The Hounslow Infrastructure Delivery Plan (IDP) 2015 – 2030, an ever-evolving document, identifies the infrastructure required to support the delivery of the Local Plan and its further development and potential costs and funding sources.
- 5.4.4 Neither the MOD Site or the Smith House site are currently allocated in the Local Plan as they have come forward for development potential since the adoption of the Local Plan. As part of the Local Plan review, the Council will be seeking to allocate these sites.





## 6.2 Housing

### Housing Choice

- 6.2.1 The Council will seek residential development on the MOD Site to provide a range of housing choices, in terms of the mix of housing sizes and types, tenure mix to suit all stages of family life. Maintaining and increasing the supply of family housing is a priority in Hounslow.
- 6.2.2 **Paragraph 50 of the NPPF** requires boroughs to deliver a wide choice of homes that offer a mix of sizes and tenures and advocates the implementation of larger scale developments where appropriate to meet local housing targets.
- 6.2.3 **London Plan Policy 3.8** “Housing Choice” requires that new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors in meeting these. Account should be taken of the changing age structure of London’s population and, in particular, the varied needs of older Londoners, including for supported and affordable provision. The policy particularly highlights that the planning system should provide positive and practical support to sustain the contribution of the Private Rented Sector (PRS) in addressing housing needs and increasing housing delivery.
- 6.2.4 The **GLA Housing SPG** suggests self-contained housing for older people such as sheltered housing and extra care accommodation will have an important role to play in meeting London’s need, particularly that for private and intermediate sale. Sites within and on the edge of town centres and other areas with good accessibility to public transport and facilities are likely to be suitable for this form of provision and may be attractive to downsizers.
- 6.2.5 **Local Plan Policy SC8** “Specialist and Supported Housing” details the Council’s approach to supporting the housing needs of the borough’s most vulnerable people. The policy states that the Council ‘will support the provision of appropriate housing to meet the specialist and supported needs of vulnerable local people, including specialist housing for older people, and the strategic aim of minimising the use of residential and nursing homes when vulnerable people could otherwise be supported to live independently or in supported and extra care housing in their local community.
- 6.2.6 **Local Plan Policy SC2** “Maximising the provision of affordable housing” sets a target of at least 12,330 new homes between 2015 and 2030. It states that this will be achieved by, inter alia, supporting proposals for new development and conversions on other sites, including small sites, in the context of the presumption in favour of sustainable development, and encouraging the effective use of land by reusing previously developed land provided that it is not of high environmental value or in a use that is protected.
- 6.2.7 New housing should be accessible and adaptable to take account of the special needs of people in later life. The Council believes the MOD Feltham Site is an appropriate location to provide sheltered housing and extra care accommodation to meet the needs of older households.

Density (see also paragraphs 6.5.9 – 6.5.12)

- 6.2.8 Density of development will be guided by the quality of design of any proposed development and the Sustainable Residential Quality (SRQ) density matrix (habitable rooms and dwellings per hectare) which is set out in **Table 3.2 within the London Plan** below. The Site predominantly has Public Transport Accessible Levels (PTAL) of 1-2 and this will need significant improvements to allow higher densities to be provided.

Setting	Public Transport Accessibility Level (PTAL)		
Urban	0 to 1	2 to 3	4 to 6
	150–250 hr/ha	200–450 hr/ha	200–700 hr/ha
3.8–4.6 hr/unit	35–65 u/ha	45–120 u/ha	45–185 u/ha
3.1–3.7 hr/unit	40–80 u/ha	55–145 u/ha	55–225 u/ha
2.7–3.0 hr/unit	50–95 u/ha	70–170 u/ha	70–260 u/ha

- 6.2.9 **Local Plan Policy SC4** “Scale and Density of New Housing Development” states that the Council “will ensure the scale and density of new housing development balances the need to make efficient use of land and achieve high quality design and accessibility, whilst responding to local context and character and protecting existing resident’s amenity. Large scale developments will be required to include a mix of land uses and spaces to help create a sense of place.”

Affordable housing

- 6.2.10 Affordable housing should be provided in line with the Council’s Local Plan strategic borough-wide target of 40% provision for all new homes. **Local Plan Policy SC2** “Maximising the provision of affordable housing” states: “(a) Seeking the maximum reasonable amount of affordable housing to be negotiated on a site by site basis on all sites with a capacity to provide ten or more homes (gross) with reference to the strategic borough-wide target of 40% of all new housing as affordable; (b) Employing a review mechanism upon partial or full completion of a development when financial viability assessments demonstrate that current market conditions will support less than 40% affordable housing.”

- 6.2.11 In line with the Local Plan, the tenure mix of affordable housing which will be sought is 60% social rented and 40% intermediate. The exact tenure mix on the scheme will be subject of discussion and agreement between the Council, the GLA and the applicant/ developer. Any new development should take account of the emerging (November 2016) and **Affordable Housing & Viability Supplementary Planning Guidance** when adopted.

Dwelling and tenure mix

- 6.2.12 A range of unit sizes should be provided, with particular focus towards increasing the supply of family housing, which is a priority in LB Hounslow. The exact dwelling mix will be subject of discussion and agreement between the Council, the GLA and the applicant/developer. The following table sets out Council guidance on dwelling mix that can be found in **Policy SC3 of the Local Plan**:



Tenure	One bedroom	Two bedroom	Three bedroom	Four or Four+ bedroom	Total
Market	30%	40%	25%	5%	60%
Intermediate	35%	40%	16%	9%	16%
Social or Affordable rent	25%	45%	25%	5%	24%
<b>Average</b>	<b>29.6%</b>	<b>41.2%</b>	<b>23.6%</b>	<b>5.6%</b>	<b>100%</b>

6.2.13 The development should comply with minimum space standards for dwellings of different sizes set out in the **Table 3.3 of the London Plan**.

## 6.3 Employment

6.3.1 The MOD currently operates Geographic Services from its Feltham site. Local Plan policy expects re-provision of employment space where a loss of employment floorspace occurs. Although the Site is not a designated employment site, it has been used as employment use for decades. There is therefore an expectation that where employment uses are lost in the development of a site that there is some re-provision.

6.3.2 **London Plan Policy 4.1** “Developing London’s Economy” states that the Mayor will promote and enable the continued development of a strong and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces including suitable environments for small and medium sized enterprises.

6.3.3 **London Plan Policy 4.10** “New and Emerging Economic Sectors” encourages boroughs to work with developers to ensure availability of a range of workspaces, including start-up space, co-working space and ‘grow-on’ space.

6.3.4 The **Hounslow Regeneration and Economic Strategy 2016-2020** (a delivery mechanism for the Local Plan) highlights the contribution of small and medium sized enterprises to the local economy. The opportunities for new employment should be considered, as evidenced by two employment studies, “**Made in Feltham**” and the **Sectors Research 2015**. The MOD proposals should provide incubator space appropriate for start-up businesses and a good quality range of office or flexible workspace to meet the ever-changing needs of small businesses which contribute to the diversity of the local economy.

6.3.5 Out of those new residential units to be built on Site, there will be a number of home based businesses run by entrepreneurs or parents. Therefore, there will be a need to develop more local physical infrastructure to support home businesses, e.g. 'hub' facilities for home-based businesses. “Workhubs” help make home-based working more viable by offering the networking and collaboration environment, meeting facilities, equipment and technology. “Workhubs” can reduce the need to travel further afield to meet clients, colleagues or use the professional facilities of a traditional office.

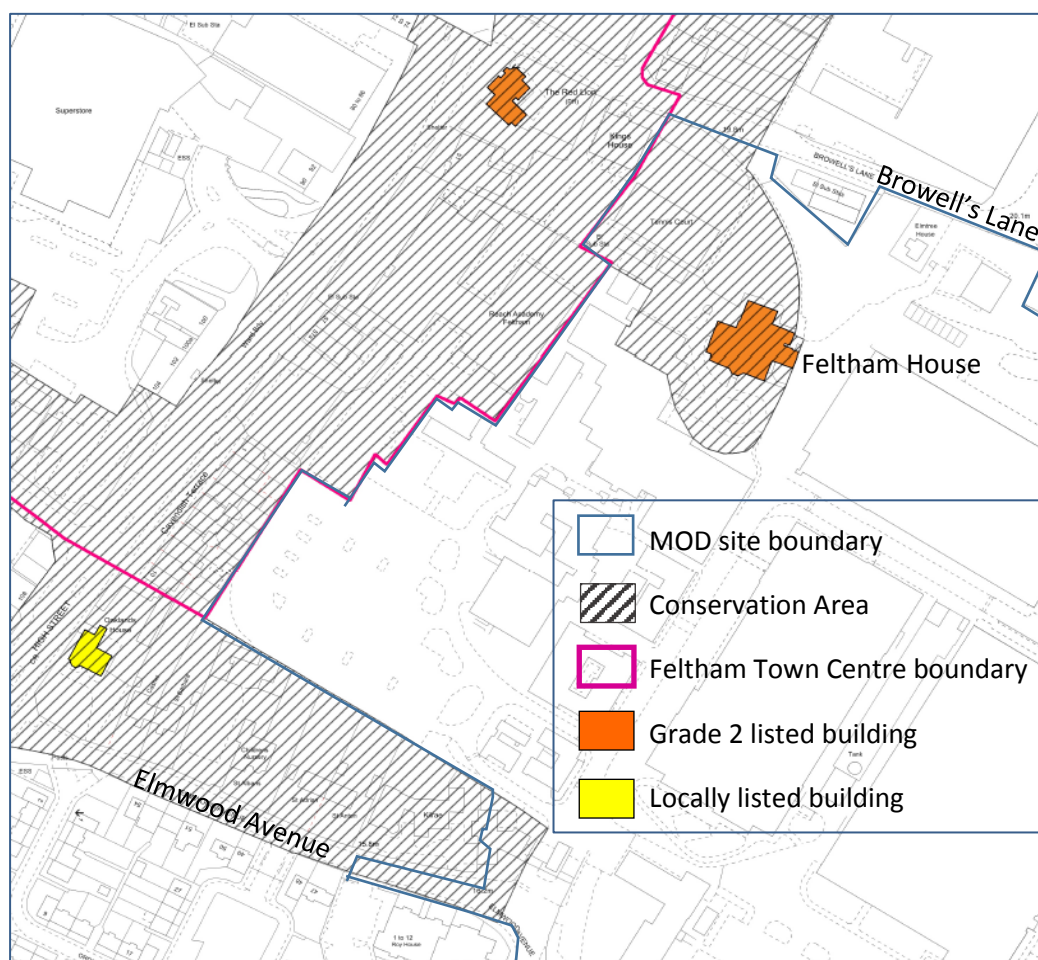
- 6.3.6 Floorspace should be offered for start-up units (30m<sup>2</sup> - 50m<sup>2</sup>) and move-on space (250m<sup>2</sup> - 1,000m<sup>2</sup>) to help meet and support the expansion needs of SMEs in Feltham.
- 6.3.7 The Council requires that the development will provide construction training and apprenticeships.

## 6.4 Listed building, Conservation Area and Heritage

- 6.4.1 Archaeological Priority Areas (APAs) are areas where there is significant known archaeological interest or potential for new discoveries. APAs are used to help highlight where development might affect heritage assets. The APAs across Greater London are now being comprehensively updated. The Hounslow APAs are scheduled for a review in 2022 and while the Feltham MOD site currently lies outside one of these APAs, consultation with the Greater London Archaeological Advisory Service (GLAAS) should be carried out as part of any forthcoming planning application.
- 6.4.2 London Plan Policy 7.9 “Heritage Led Regeneration” advises that regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant. It is recognised that wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.
- 6.4.3 **Local Plan Policy CC4** “Heritage” states the Council will identify, conserve and take opportunities to enhance the significance of the borough’s heritage assets as a positive means of supporting an area’s distinctive character and sense of history.
- 6.4.4 As mentioned in para 4.3.1 about the history of Feltham House, A.W. Smith the market gardener dubbed ‘the Cabbage King’ moved his family to Feltham House around 1900. A W Smith developed market gardening in Feltham, which became famous for supplying London markets with fruit and vegetables after the railway opened and enabled easy distribution. Smith had the largest tomato greenhouses in the world at the time and developed new varieties such as the 'Feltham First' pea.
- 6.4.5 Feltham House is designated as statutorily listed Grade II. Feltham House is also classified as being at risk on Historic England’s Heritage at Risk Register, due to its poor condition, vacancy and without an identified purpose. It will remain on the register until appropriate, skilled, repairs are carried out, a purpose has been identified and the building is occupied.
- 6.4.6 Any alterations to the statutorily listed building, considered to be of national importance, alongside any repairs, must be planned under the supervision of an experienced conservation architect, with a proven track record of successful comparable work on listed/historic buildings.

- 6.4.7 In any redevelopment of the MOD Site, priority for repairs and alterations must be given to Feltham House and must be scheduled early on.
- 6.4.8 Feltham House is in a poor state of repair and bringing it back into use will require a careful approach in consultation with relevant stakeholders and that its development should seek to respect/ reflect its historic character.

**Figure 14: Listed buildings and Feltham Town Centre Conservation Area**



- 6.4.9 In any redevelopment of the Site, in the absence of an up to date survey, an assessment should be made of any other historic buildings of local value by the conservation architect. The Council would expect that any buildings of value are retained in any redevelopment proposals. A heritage audit of the Site is necessary to identify buildings that may be suitable for retention.
- 6.4.10 Any development of the Site should include historic research, to help inform appropriate character, scale and location of new development.
- 6.4.11 **Local Plan Policy CC4 “Heritage”** also requires any development within or affecting a Conservation Area must conserve and take opportunities to enhance the character of the area, and respect the grain, scale, form, proportions and materials of the surrounding area and existing architecture.
- 6.4.12 Any development should respond to and reflect the design recommendations



in the **Hounslow Context and Character Study** (see para 6.5.3) and **Conservation Area Appraisal** for Feltham Town Centre Conservation Area.

- 6.4.13 Any new development will be expected to respect the history of the Site and to explore the potential for the retention of historic artefacts. The acknowledgement of the army use could be recognised in street names and places within the new development.

#### The integration of Listed Building and Historic Features

- 6.4.14 There are two historic features needed to be integrated into the new proposals on Site:

- 1) the stretch of tram track that was used to connect from the army base to Feltham train Station (see para 4.3.7). These former tram lines should be used as pathways or amenity areas as recognitions to the history of the Site.
- 2) a very old wall, locally named as the “Lovers Lane”, built in the 19<sup>th</sup> century between the back of the row of houses down Elmwood Avenue and the MOD Site. This wall used to run from Manor Lane pass at the back of Feltham House to Hanworth Air Park should either be retained or integrated or referenced into the design of the area.

- 6.4.15 The integration of the listed building, Feltham House, being the most prominent ‘landmark’ building within the Site, will need to be carefully considered with special attention paid to enhancing its setting and the character or appearance of the Conservation Area. Design of new development should complement the building materials, textures, colours and architectural style of the listed building where proposed development affects its setting.

## **6.5 Design – Density, Scale, Bulk, Massing**

### Design Requirements

- 6.5.1 **Paragraph 58 of NPPF** sets out the following aims for the design requirements for development that will:

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the Site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

- 6.5.2 **London Plan Policy 3.5** “Quality and Design of Housing Developments” requires that housing developments should be of the highest quality internally, externally and in relation to their context and the wider environment. The design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, addressing in particular the needs of children and older people.
- 6.5.3 The LB Hounslow produced an **Urban Context and Character Study** in 2014. This study documents the borough’s urban structure and character, identifies elements of the environment that contribute to local distinctiveness, and provides help in understanding where change and intensification might occur.
- 6.5.4 In line with **Local Plan Policy CC2** “Urban design and architecture”, the height, scale and massing of any proposed buildings will need to be informed by the urban form, scale and typology of the surrounding area (including heritage assets and any designated open spaces) and uses. Development should respond to and enhance the character and appearance of the local area through the highest quality development, incorporating the principles of sustainable design and construction. Development must be inclusive, respect local character and connect with, and contribute positively to its surroundings based on a thorough understanding of the Site and its context. Development proposals for this Site will be assessed in the context of scale, layout, height, form, massing, landscape setting and features and compliance with other relevant standards and policies set out in the planning brief.
- 6.5.5 The Council wishes to see the Site developed as a new “urban quarter” of the town centre with improved public transport access/ provision and pedestrian and cycle access.
- 6.5.6 **London Plan Table 3.3** sets out minimum space standards for dwellings of different sizes. **Local Plan Policy SC5** “Ensuring suitable internal and external space” notes that internal space standards for all new developments and residential conversions should be as set out in the London Plan or as updated by Building Regulations.

#### Height

- 6.5.7 **Local Plan Policy CC3** “Tall Buildings” supports a limited number of tall buildings in Feltham town centre and preserves the predominantly 2 to 3 storey (less than 10m) building heights across the rest of the borough with some limited scope for 4 to 6 storey (up to 20m) buildings/elements, to assist with way-finding and where the opportunity exists for higher density development.
- 6.5.8 The Council therefore expects the Site to be developed with a mix of 4–6 storey flatted residential development alongside 2-3 storey family town houses. There is a potential for an additional height accent up to 8 storeys facing the new green space that will help convey a sense of centrality and

provide a good sense of enclosure with adjacent six storey buildings for the new green space. It will mark the entrance to a green spine running through the site to Hanworth Air Park.

Density (see also paragraphs 6.28-6.29)

- 6.5.9 **Local Plan Policy SC4** “Scale and density of new housing development” notes that proposals should have regard to the density ranges within London Plan Policy 3.4, which refers to Table 3.2. **Table 3.2 of the London Plan**, which guides density in terms of the surrounding character of the area, and access to public transport. The MOD Site is considered to be generally urban (a district centre with 800 metres), while the Public Transport Access Level (PTAL) currently varies across the Site between levels 1-4.
- 6.5.10 **London Plan Policy 3.7** encourages higher densities on large site through a plan led process (which can include a SPG such as a planning brief)
- 6.5.11 The transition between areas of higher and lower density should be carefully considered, with a stepping up of density making use where possible of the different PTAL levels across the Site.
- 6.5.12 Consideration should also be given to developments proposed, in the pipeline, or approved but yet to be constructed. The Council’s emerging Feltham Masterplan 2017 indicates that there is scope for approximately 1,300 new homes on the Site with a mix of 4–6 storey flatted residential development as well as an accent building up to 8 storeys and alongside 2-3 storey family town houses provided that other uses such as employment and community, can be provided and subject to improving the PTAL and accessibility, and respecting the setting of the existing listed building. The precise number of units achievable would be dependent on the types, mix and size of units proposed.

Layout

- 6.5.13 Any future development proposals must respect the character of the surrounding area where the development meets neighbours, the Site is large enough to have its own character and develop a modern, attractive place for the future. It is important that the redevelopment of this Site for residential purposes results in a development that is knitted into the surrounding area in a seamless way and not as a separate “gated” community.
- 6.5.14 The size of the MOD Site also provides the opportunity for development to define its own character away from sensitive industrial boundaries, and introduce a finer grain of development which increases local permeability and integration with the existing Town Centre. The buildings adjacent to the industrial units should be those less sensitive to noise and disturbance, such as workspace and local need retail, which in turn will provide a noise buffer for the more noise sensitive uses such as residential. Any new retail or commercial uses will be expected to provide an acceptable acoustic environment for the surrounding residents, both internally and externally.



- 6.5.15 The majority of the public open space provision should be concentrated centrally within the central zone with local pocket parks. Children's playspace could be provided at podium level.
- 6.5.16 A robust and high quality Masterplanning approach should be applied to the Site to ensure comprehensive redevelopment and a development that stitches into the fabric of Feltham. New pedestrian and cycle connections and linkages should be created through the Site, and the boundaries of the Site improved in relation to neighbouring sites in order to enhance connectivity and character in the area.
- 6.5.17 The impact of parking on internal streetscape within the Site should be minimised to ensure a high quality of environment and landscaping. Considerations are therefore required to maintain an active ground floor frontage for undercroft or podium parking.
- 6.5.18 New residential development should be designed with "Secured by Design" principles in mind. New family housing should be laid out around a permeable network of sensitively scaled streets, with active frontages facing landscaped areas providing animation and natural surveillance.

#### Amenity

- 6.5.19 Considerations should be given to sunlight and daylight impact, sense of enclosure, overlooking and noise between new dwellings and, in particular, between new development and existing adjoining residents. The Council must be assured that residential amenity issues are addressed through the development proposals. The Council is particularly concerned that redevelopment will not result in the loss of any amenity to existing residential properties and suitable assessments will be required to address the impact on the amenity of surrounding residents as a result of the redevelopment of the Site.

#### Accessibility or adaptability

- 6.5.20 **London Plan Policy 3.8** "Housing Choice" and the **Housing SPG** requires that 90% of new housing meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and 10% of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Wheelchair user dwellings should be distributed across all tenures and evenly spread throughout the development. Consideration should be given to a targeted marketing campaign for these units aimed at disabled occupiers.
- 6.5.21 10% of new dwellings should provide enhanced accessibility or adaptability where the local authority is responsible for allocating or nominating a person to live in that dwelling in line with **Local Plan Policy SC5** "Ensuring suitable internal and external space".

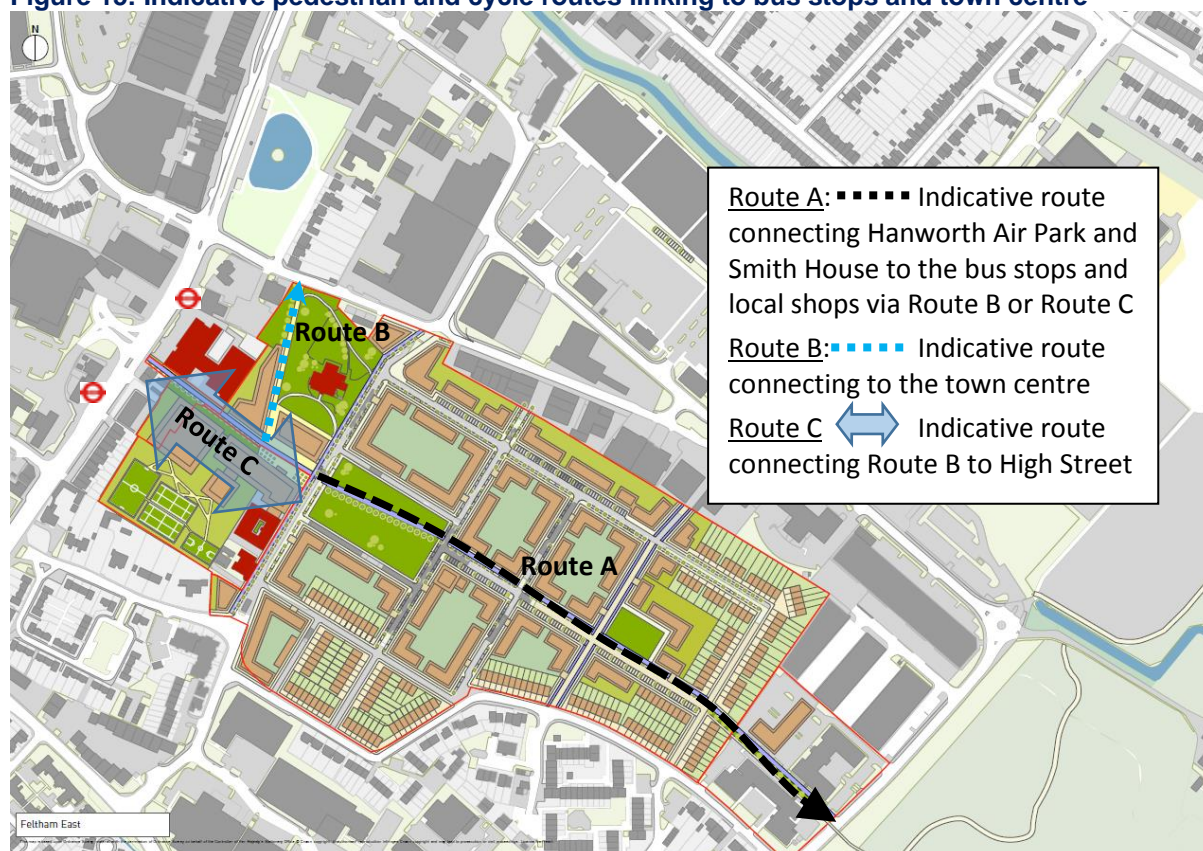
## 6.6 Transportation

- 6.6.1 The Site is located in a suburban location in the western part of the Borough. The MOD Site is currently secured with no access or permeability.
- 6.6.2 Access to the Site is from either Elmwood Avenue or Browell's Lane (currently only an emergency access). It is considered important from a planning and urban design point of view that this opportunity is taken to knit the Site into this wider residential area so that it forms part of the suburban landscape rather than functioning as a separate estate with limited access points. This will benefit both the new and existing communities.
- 6.6.3 The Site predominantly has Public Transport Accessible Levels (PTALs) of 1-2 with 1 being the lowest and 6 being the highest (See Appendix 2). The Site is served by a number of bus routes and bus stops located on the High Street and Browell's Lane as indicated in Appendix 3. Although the bus services are relatively frequent on the High Street, access to these bus stops from the Site is currently limited due to the location of the Site entrance.
- 6.6.4 **Local Plan Policy EC2** "Developing a sustainable local transport network" expects development proposals to demonstrate they are located appropriately with regard to public transport accessibility and capacity, road capacity and access to good quality walking and cycling networks and demonstrate that adverse impacts on the transport network are avoided, including preparation of Transport Assessments for all major schemes, and providing contributions or improvements to transport networks.
- 6.6.5 Hence, in order to achieve the "urban quarter" described above, accessibility and transport to and from the Site will need significant improvement. The applicant/ developer will therefore need to work with the GLA/TfL and the Council to improve PTAL by:
- 1) Identifying means to improve public transport accessibility, cycle and pedestrian access to/from the Site;
  - 2) Ensuring proposals facilitate permeability and accessibility through the Site in line with wider Feltham Masterplan consideration;
  - 3) Removing barriers to improvements particular to the eastern edges of Site;
  - 4) Improving access to Feltham Train Station and existing bus stops; and
  - 5) Allowing for future bus service extension into the Site.
- 6.6.6 Provision should be made for buses to access the Site from Browell's Lane and terminate within it. Alterations to existing bus services, including route diversions into the Site, may require sponsorship, secured through the Section 106 agreement. Details of this should be discussed with TfL.
- 6.6.7 Most of the bus stops are situated along Feltham High Street. The layout and design approach will need to encourage pedestrian access to these bus stops in particular. The proposed shared footpath and cycle path linking the Site to the High Street alongside the Reach Academy is an important means to improve access to and through the Site from the High Street in the west to Hanworth Air Park in the east. This will improve the PTAL rating and ensure a

vibrant and active development. It is important that residents and visitors to the development are able to travel to the Site by a choice of transport mode and are therefore not over-reliant on travel by private car. The Council will seek the provision of the link and adopt it as a public right of way.

- 6.6.8 The Council wishes to discourage the use of trips by private vehicles and will expect a low level of car parking to be provided (towards the lower end of the range set out in the London Plan) together with measures to promote sustainable travel such as provision for car clubs and improved bus, walking and cycling facilities and infrastructure. It is accepted that there will be vehicular trip generation through commercial, residential and community uses but such trips should be minimised.

**Figure 15: Indicative pedestrian and cycle routes linking to bus stops and town centre**



- 6.6.9 The Spatial Concept Plan (see Figure 16 below) for Feltham indicates the proposed strategic walking and cycling route. The ambition to create a direct link to the town centre is a critical element of the overall site layout. Whilst the Site is essentially adjacent to the town centre, its physical connection is currently a circuitous route. Therefore, the establishment of a good quality pedestrian and cycle link should be seen as a high priority in line **with London Plan policies 6.9 and 6.10**. The conceptual Route C (subject to variation and deliverability), if delivered, will form part of the strategic walking and cycle network as a way to encourage sustainable travel, e.g. by reducing air pollution and improving accessibility. If route C cannot be delivered, the applicant is required to provide a full feasibility study with options to demonstrate why this cannot be delivered.



6.6.10 Through routes for vehicles should not be provided although additional access points could be considered to spread the impact of additional traffic. All new roads should be designed to ensure there are no ransom strips created, and that they are designed to link through adjoining sites if the opportunity arises in the future. In particular routes (vehicular and pedestrian/cycle) should be designed to provide links to Browell's Lane through sites to the east.

#### Transport Assessment

6.6.11 The Council will need to be assured that transport and highway issues can be satisfactorily addressed through submission of a Transport Assessment as part of the planning application. Development proposals that come forward on the Site will need to assess the likely impacts of the demand they create and set out measures to mitigate these impacts in line with the principles set out in this document. Having regard to sustainability issues and the need to ensure that new development is accessible by a choice of transport modes will be essential. Where improvements are shown to be necessary, then either the developer will be obliged to deliver these mitigation measures directly or contribute the required sum to the Council and / or Transport for London to ensure delivery by them.

6.6.12 The MOD site is approximately 2km from the end of the Strategic Road Network (SRN) on the A316 and about 2.5km from M3 Junction 1. The transport assessment will be required to demonstrate that the transport impacts of the new land uses can be accommodated by the local transport network. This assessment should include the impact on the SRN. Traffic modelling should be carried out to assess the impacts from this development. As a minimum, the Snakey Lane/Sunbury Way/A316/Nallhead Road Roundabout and M3 J1 should be modelled. The future forecast assessment will need to be reflective of the end of the Local Plan period. Growth will need to be applied in line with TEMPRO v7 factors.

**Figure 16: Spatial Concept Plan**



#### Construction Management Plan

6.6.13 Construction activities can have significant impacts on surrounding communities, particularly in relation to impacts on roads, noise and air quality. The Council therefore requires the applicant/ developer to prepare a Construction Management Plan (CMP), which can help minimise the impact of construction, both for construction on site and the transport arrangements for servicing

#### Car Parking

- 6.6.14 The Council is taking a restraint-based approach towards car parking, particularly in light of the possibility that the Site's PTAL will improve in the future and therefore reduce the need for residents to own a private vehicle.
- 6.6.15 Proposals must provide car parking spaces for private vehicles, car club and visitors in accordance with the standards as set out in Appendix 1 and ensure no adverse impact on parking in the local area. This might require a financial contribution towards extending or amending Controlled Parking Zones. Improvements to PTAL will enable reduced parking requirements. Travel Plans will be an important element in the granting of planning permission, including ensuring that any future development does not unacceptably increase parking pressures in the local area. Travel plans should be produced in line with TfL travel planning guidance.

- 6.6.16 Both surface and concealed parking areas must be carefully treated and be integral to the design of the public realm and landscape environment. Provision for disabled parking and Electric Vehicle Charging Points will be required, in accordance with London Plan standards.

#### Cycle Parking and Storage

- 6.6.17 Any future residential development should also incorporate design measures and facilities to promote cycling, including cycle parking provision, in line with the London Plan. **London Plan Policy 6.9** “Cycling” requires 1 space per studio and 1 bedroom unit; 2 spaces per all other dwellings and 1 visitor’s space per 40 units. Further guidance on the design and location of cycle parking can be found attached to Cycle parking should also have regard to the London Cycle Design Standards (LCDS), **Policy E2 of the Local Plan** and in West London Cycle Parking Guidance (West Trans, 2016) in terms of location, design and accessibility.
- 6.6.18 Cycle storage should also be provided in accordance with the **Local Plan Policy CC2** “Urban design and architecture” and be integral to the design of dwellings. Cycle storage should be secure, accessible and low maintenance.

#### Car Club

- 6.6.19 Car clubs have evolved to provide greater choice of transport options to people that require access to a car for some journeys. Whilst the Brief seeks to reduce reliance on the private car, the establishment of a car club in the development area would provide a practical option when the use of public transport may not be appropriate, possible or desirable. The applicant/developer should incorporate a car club as part of their proposals for the development area. It will be expected that developers approach car club operators at an early stage to agree a proposal for this Site including location and number of cars, which may be phased. The provision of car parking for new development should be influenced by the proposals put forward for the level of car club provision.

## **6.7 Open Space, Play Space and Landscaping**

#### Active Design

- 6.7.1 Active Design, published by Sport England and Public Health England, intends to encourage and promote sport and physical activity through the design and layout of our built environment to support a step change towards healthier and more active lifestyles. The guide sets out ten principles to consider when designing places that would contribute to creating well-designed healthy communities. Any development proposal coming forward for the MOD Site should refer to Active Design, apply its principles and the Active Design Checklist within the guide. Local residents should have access to affordable high quality leisure facilities and open spaces that are fit for purpose and enable all to be active. Any new developments should enable residents to participate in active travel through safe and easy to use methods, integrating walking and cycling into their daily lives.



### Open space

6.7.2 As mentioned in para 4.1.1, the Site currently has a large area of open space used for private recreational and sporting purposes which is designated as Local Open Space in the Local Plan. Sport England, under the Town and Country Planning (Development Management Procedure) (England) Order 2015, is a statutory consultee on any development proposals that affect playing field, or land last used as playing field. Outdoor sports areas including playing fields and sports pitches are protected by policy. **Paragraph 74 of the National Planning Policy Framework** protects existing open space, sports and recreational buildings and land including playing fields. Sport England will assess any planning application affecting playing field land against its Planning Policy Statement: “A Sporting Future for the Playing Fields of England”. The applicant/developer needs to demonstrate a replacement playing field of equivalent quality, quantity and accessibility if proposing the loss of the existing playing field. The re-provision could be delivered by the proposed shared sports pitches provided by the new school as mentioned in 6.8.4, as well as off-site new pitches, financed by the applicant/developer, within vicinity, preferably in Hanworth Air Park and Feltham Parks. The applicant/developer should discuss the potential replacement with Sport England and the Council before submitting a planning application.

6.7.3 **Local Plan policy GB2** “Open space” only allows re-development of sports pitches where equivalent or better quality sports pitch provision can be made. Publicly accessible open space should be provided on the Site but not necessarily in the form of one large open space. The Council will therefore seek the improvement of the existing open space within the Site by creating a number of publicly accessible green spaces which can enhance the setting of the development and the character of the area. These spaces should relate well to routes through the Site.

6.7.4 This would best be provided through the Masterplanning approach to the Site in a series of well-located; linked and managed spaces that complement the built form across the Site. These open spaces should be attractive, usable spaces for all residents and each could have a specific feature that responds to the urban character of that area e.g.children’s play facility, multi-use games areas etc. Open space identified for sports facilities could form part of a leisure/community facility. The level and nature of any provision should be informed by a robust evidence base such as the up-to-date Playing Pitch Strategy or other relevant needs assessment.

### Playspace

6.7.5 Children and young people need free, inclusive and accessible spaces offering high-quality play and informal recreation opportunities in child-friendly neighbourhood environments. **Local Plan Policy 3.6** “Children and Young People’s Play and Infant Recreation Facilities” requires that all children and young people have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision, The Mayor’s **Play and Informal Recreation SPG** sets out guidance to assist in this process. These principles are illustrated in **Table 4.7 of the SPG**. The London Plan also requires playspace provision. The quantum would be dependent on the final mix of unit sizes.

- 6.7.6 A Multifunctional space is a ‘shared’ public space or communal space, which offers a range of leisure and recreation opportunities for users of all ages. Multifunctional spaces for all ages should be the optimum.

**Table 7 of Play and Informal Recreation SPG: Play provision in new developments**

No. of children	10 – 29	30 – 49	50 – 79	80+
<b>Size of space required</b>	100-300 sqm	300-500 sqm	500 – 800 sqm	800 sqm +
<b>Facilities for under 5s</b>	On-site doorstep playable space	On site local playable space	On site local playable space	On-site local or neighbourhood playable space
<b>Facilities for 5-11s</b>	Off-site within 400 m			
<b>Facilities for 12+</b>	Off-site within 800 m	Off-site within 800 m	Off-site within 800 m or on-site subject to size and local circumstances	On-site youth space
<b>Possible variation to reflect existing provision</b>	If area is deficient in play space for 5 – 11s, some on-site facilities should be provided	If area is within 400m of existing facilities for 5-11s, an off-site contribution may be considered if in accordance with play strategy	If area is deficient in spaces for 12+, some on-site facilities or new off-site provision should be provided within 800 m	If area is within 800 m of existing facilities for 12+, an off-site contribution may be considered if in accordance with play strategy

- 6.7.7 In order to get the full benefit of new playspaces, the facilities need to be creative and encouraging the children and young people to be more active whilst they play. Design principles in creating playspaces should be utilised and the area appropriately animated to encourage access and use.

## 6.8 Community Uses and Infrastructure

- 6.8.1 Given the potential number of new residential units that can be delivered on the Site and within the Town Centre as part of the Housing Zone, it is likely to result in increased pressure on existing services and infrastructure - the schools, health centres, sports centres, community halls and so on will be vitally important in supporting local communities both within and in close proximity. The Hounslow Infrastructure Delivery Plan (See para 5.4.3) will be updated at part of the Local Plan reviews.
- 6.8.2 **Local Plan Policy CI1** “Providing and protecting community facilities” promotes new community facilities in areas of growth and where identified in the council’s Infrastructure Delivery Plan and promotes the co-location of different uses and users within community facilities where there are opportunities for effective management of dual use.
- 6.8.3 Development arising on the Site will create a significant additional number of school-age children, and as such, this part of the development is considered essential to make the development acceptable in planning terms. A key

principle of the proposed development is the provision of a three-form entry through school on the Site. The Council is therefore safeguarding the land for the provision of a new school to meet government planning policy objectives as set out in **paragraph 72 of the National Planning Policy Framework (NPPF)** which advises that local planning authorities (LPAs) should take a proactive, positive and collaborative approach to ensuring that a sufficient choice of school places is available to meet the needs of communities and that LPAs should give great weight to the need to create, expand or alter schools to widen choice in education. Mixed use development involving residential, community facilities and employment could be the alternative uses of the school site in case the school does not get delivered. This should only be considered where it has been robustly demonstrated that there is no requirement to deliver a school on the Site and this should include consultation with the Education and Skills Funding Agency.

- 6.8.4 With the provision of publicly accessible open space on the Site and given the amount of residential units that can be delivered, the Council would like to see the applicant/developer to provide a leisure/ community facility. This could provide leisure and recreational facilities and also community space for clubs functions and meetings. The proposed sports facility i.e. the shared school and community sports pitches will provide a leisure/community facility as part of dual provision of facilities with the school subject to any school provider having the ability to provide such facilities. The Council will seek through Section 106 agreement to ensure that any sports facilities provided for a school can benefit the wider community.
- 6.8.5 Proposals should also consider appropriate community facilities with regard the need for provision of on or off-site health facilities. This new population would require an additional 1.3 full-time equivalent GP and 210 m<sup>2</sup> of primary care floor-space based on the assumption of 1,300 new homes. If a D1 health facility was proposed as part of the development, a S106 financial contribution could be negotiated in lieu of the space.
- 6.8.6 The need for community facilities arising from the development and its impact on the wider area will need to be met by developers, either through the direct provision of community buildings/ facilities within the development area or through financial contributions directed via CIL/S106 towards (See Section 8) existing community facility providers in the vicinity of the Site.
- 6.8.7** Similarly, depending on the impact of proposed development on existing health and education services, financial contributions via CIL/S106 may also be sought to improve existing health facilities and/ or expand the number of school places. It is desirable that the applicant/ developer carries out a rapid community profile and/ or health impact assessment in support of the major planning application proposed within the MOD Site. The applicant/ developer should discuss with Hounslow Clinic Commission Group regarding the required provision of health facilities.



## 6.9 Environmental Quality

- 6.9.1 The Council expects the applicant/ developer to embrace the opportunity for sustainable development through: sustainable design and construction; the efficient use of resources including land, water and energy; reducing carbon dioxide emissions; flood mitigation; control of noise pollution, light pollution and air pollution (the Borough is an Air Quality Action Area); using renewable technologies and local power generation; sustainable drainage systems; re-cycling waste; demolition methods and waste disposals and generally assisting in reducing any long term adverse environmental impacts of development.

### Energy and Carbon Reduction

- 6.9.2 **London Plan Policy 5.2** “Minimising Carbon Dioxide emissions” emphasises that development proposals should make a contribution to minimising carbon dioxide emissions in conjunction with the energy hierarchy. Development should demonstrate how it is Lean, Clean and Green through an Energy Statement. Given the scale of development and mix of uses, this proposal should consider the possibility of site-wide decentralised energy.

- 6.9.3 As stated in **London Plan Policy 5.6** “Decentralised energy in development proposals”, the Council envisages the scale of the housing led mixed-use development on the MOD Site will be appropriate for a decentralised energy network. **Local Policy EQ1** “Energy and carbon reduction” has the same approach that major development proposals should select energy systems in accordance with the following hierarchy:

- Connection to existing heating or cooling networks
- Site wide CHP network
- Communal heating and cooling

- 6.9.4 If it is not possible to install a decentralised energy system, the feasibility of CHP needs to be considered on a site-wide basis connecting different uses and/or group of buildings or an individual building.

- 6.9.5 From 1 October 2016, major residential developments in Hounslow are required to secure an on-site minimum 35% carbon dioxide emissions reduction against a Building Regulations Part L (2013) compliant baseline. All remaining regulated carbon dioxide emissions, up to 100% (zero carbon), are required to be offset through an associated financial contribution to the London Borough of Hounslow’s Carbon Offset Fund.

### Flood Risk and Surface Water Management

- 6.9.6 The development Site is located in Flood Zone 1 (area with lower flood risk), however the Site is over 1 hectare, a flood risk assessment (FRA) is therefore required. **Local Plan Policy EQ3** “Flood risk and surface water management” expects the FRA to be consistent with the requirements of the Environment Agency and the Strategic Flood Risk Assessment, and apply the sequential test approach within site boundary to ensure flood risk is further decreased. The development should incorporate necessary flood resistance and

resilience measures, including ensuring that adequate flood defences are in place and maintained through the lifetime of the development. Any development also should comply with actions set out in Hounslow Surface Water Management Plan.

6.9.7 **Local Plan Policy EQ3** also requires development proposals to incorporate sustainable urban drainage systems and avoid non-permeable hard standings with the aim of achieving Greenfield runoff rates and being consistent with the Surface Water Management Plan.

6.9.8 **London Plan Policy 5.13** “Sustainable drainage” states a development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield runoff rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1) store rainwater for later use
- 2) use infiltration techniques, such as porous surfaces in non-clay areas
- 3) attenuate rainwater in ponds or open water features for gradual release
- 4) attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5) discharge rainwater direct to a watercourse
- 6) discharge rainwater to a surface water sewer/drain
- 7) discharge rainwater to the combined sewer.

#### Contamination

6.9.9 **Local Plan Policy EQ8** “Contamination” expects development proposals to present adequate site investigation information, including an assessment of the Site’s history, potential contamination sources, pathways and receptors, and where appropriate, physical investigation, chemical testing, assessment of ground gas risks and assessments of risks to groundwater. The Site is in an area designated as Principal Aquifer. This is classified as sensitive groundwater. The detailed assessment of ground contamination, soil sampling and impacts to groundwater should be agreed and reviewed by the Council’s Environmental Health Officers and the Environment Agency.

#### Noise

6.9.10 Development immediately adjacent to the industrial area is exposed to significant levels of noise and vibration. **Local Plan Policy EQ5** “noise” expects development proposals to minimise noise disturbance from adjoining uses by incorporating sound insulation or alternative forms of noise barrier, using appropriate materials and arranging and locating rooms appropriately (such as through stacking rooms of similar use above/adjacent to each other),

6.9.11 Locating noise sensitive residential adjacent to the industrial units would therefore require significant mitigation and design measures appropriate mitigation measures will need to be installed to ensure that future residents are not exposed to detrimental levels of noise and air pollution.

6.9.12 There is also noise impact from flights. The full proposal will require a Noise Impact Assessment.

6.9.13 Any new development should take account of the emerging Hounslow Noise Supplementary Planning Document.

#### Air Pollution

6.9.14 As stated in **Local Plan Policy EQ4** “Air quality”, the Council expects the applicant/developer to carry out air quality assessments considering the potential impacts of air pollution from the development on the Site and ensuring that the development does not exacerbate existing air pollution. The development should be ‘air quality neutral’.

6.9.15 The Council’s **Air Quality Supplementary Planning Document** sets out the information required for air quality assessments and further guidance on air quality consideration.

#### Construction

6.9.16 Construction activity within the development area will inevitably span over many years and unless controlled could give rise to adverse environmental effects such as noise, air quality and problems on the local highway network. Those potentially affected could include residents, businesses and visitors as well as people living in close proximity to the Site. In order to minimise such impacts, it is essential that a co-ordinated approach is taken to construction activities as well as utility installations.

6.9.17 Any redevelopment of the Site will require a **site waste management plan** (SWMP) to be submitted to the Council. In the case of the demolition of buildings within the development area, the council will be seeking the re-use as much as possible of the reusable materials in the new development. Contractors should be trained in the identification of materials and particular care given to the proper classification of materials and the use of the appropriate contractors/hauler for hazardous materials. Close attention should be paid to the ‘duty of care’ and recording of waste movements whether this is via the conventional system of waste transfer notes or the consignment note system for hazardous wastes.

#### Waste

6.9.18 The applicant/ developer is required to develop a Waste Management Strategy for the development looking at the materials produced from the residents through to the collection. The applicant/ developer should engage with the Council on the materials collected and receptacles. Provision should be made within residential proposals for the separate collection and storage of dry recyclables, as the separation of recycling streams will become more common in the future.

#### Water Efficiency

6.9.19 The London Borough of Hounslow, which is located within the Thames Water’s supply area, has been classified by the Environment Agency as being in an area of ‘Serious’ Water Stress. ‘Serious’ water stress is identified as an



area where the current or future demand for household water is, or is likely to be, a high proportion of the effective rainfall which is available to meet that demand. The availability of surface water in this area is restricted as detailed in within the London Abstraction Licensing Strategy. Therefore, there is a need to efficiently use water resources, particularly as the population is growing and there are increased impacts from climate change on water resource availability and reliability.

#### Water Framework Directive

- 6.9.20 The Site is situated in close proximity to the Longford River, approximately 150m at the closest point. This water body (ID: GB806100109) has been assessed under the Water Framework Directive (WFD) as 'Moderate' (Thames River Basin Management Plan 2015-2021). The WFD requires the UK to prevent deterioration of the status of surface water bodies and groundwater bodies and, through the River Basin Management Plan, identifies the actions and measures needed to prevent deterioration and to improve the status of all water bodies. Consequently, it is essential that any proposed development does not cause deterioration.

#### Biodiversity

- 6.9.21 The applicant/developer should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraph 113 of the **NPPF** and **London Plan Policy 7.19** "Biodiversity and access to nature".
- 6.9.22 Kempton Park Reservoir Site of Special Scientific Interest (SSSI) is just 1.5km to the south east of the Site and is the nearest constituent part of the South West London Waterbodies (SWLWs) to the Site, with the Staines Moor SSSI site over 4km to the west being the next nearest constituent site. The applicant/ developer needs to demonstrate that there would not be any detrimental impacts as a result of the redevelopment of the MOD Site upon these designated habitats.
- 6.9.23 The applicant/ developer is encouraged to build in biodiversity measures into the design of development in line **paragraph 118 of the NPPF** and **Local Plan Policy GB7** "Biodiversity" where development should contribute to the greening of the borough, by incorporating green roofs and walls, landscaping, tree planting and other measures to promote biodiversity such as bat and bird boxes, through the preparation of ecological plans and strategies developments are proposed. The Council will follow the mitigation hierarchy as set out in **paragraph 118 of the NPPF** and firstly consider what existing environmental features on and around the Site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, the Council consider off site measures, including sites for biodiversity offsetting.
- 6.9.24 The benefits provided by nature conservation features to local residents and people working in the area are wide ranging. They include mitigating the damaging effects of air pollution and climate change, as well as aesthetic and amenity benefits. For example, installing green roofs helps reduce summer

temperatures in urban areas, slows storm water runoff and can lower energy consumption. It is required that appropriate ecological surveys are submitted as part of any planning application to establish the presence of any protected species.

- 6.9.25 The opportunity therefore exists to improve the ecological value of the Site through habitat enhancement and the creation of new habitats where necessary as outlined in paragraphs 9, 109 and 152 of the **NPPF**.

#### Archaeology

- 6.9.26 The Council has no records of any archaeology on the Site, although the Site lies in proximity to the Saxon and medieval villages of Feltham and Hanworth, both of which are Archaeological Priority Areas (APA). The Feltham APA is located approximately 500m west of the Site, while the Hanworth APA is located approximately 500m south of the Site. It is recommended that a desk-based study is submitted as part of any planning application to establish whether there are likely to be any buried artefacts. The Hounslow APAs are scheduled for a review in 2022. Consultation with the Greater London Archaeological Advisory Service (GLAAS) should be carried out as part of any forthcoming planning application.

## **6.10 Public Utility Services**

- 6.10.1 Public utility services providing energy, drinking water, sewerage discharge, drainage and communications are fundamental to new development. It should take account of existing capacity, planned investment and any supply constraints that the MOD development will not cause overloading of any system of public service provision and ensure that visual amenities are not adversely affected by utility installations. The applicant/ developer should ensure that suitable arrangements for public utilities are in place.
- 6.10.2 The applicant/ developer should consider sewage network capacity and begin discussions early with the relevant water company. Any new buildings must be appropriately connected to the sewer network to ensure no issues arise through misconnections, discharging sewage into watercourses.
- 6.10.3 A future proof site-wide network of pipes, cables and fibre optics is encouraged where spare capacity is designed in from the start to avoid digging up pavements and close roads for infrastructure upgrades.

#### Internet connection

- 6.10.5 Providing the latest internet connectivity in new homes as well as the business space will help support both home working trends as well as meeting the needs of small to medium enterprises.

## 7 CONCEPT PLAN

- 7.1 Concept Plan (Figure 17) based on initial masterplanning work carried out by the Council, identifies some basic design principles that could shape proposals for the Site. The Plan is illustrative and does not necessarily indicate the scale, location and form of future development:

**Figure 17: Concept Plan**



### Proposals for the area include:

- 1) Various scenarios were capacity tested and a development option has been identified that provides a level of development that is considered appropriate within the context of the Site's location and surrounding buildings. The results of the capacity assessment have been used to propose appropriate indicative heights and massing of buildings, together with a possible mix of uses including employment and education and quantum should be in the region of 1,300 units subject to improving the PTAL and accessibility, and respecting the setting of the existing listed building.
- 2) A 3-form entry all through school at the south west corner of the Site near to the High Street. If the school proposal goes ahead, there should be discussions amongst the prospective school, Education and Skills Funding Agency, the Planning Authority, Hounslow Education Department to decide when the school should reach full capacity to take account of the school-age population growth.
- 3) Dual provision of leisure and recreational facilities and also community space for clubs functions and meetings with the school subject to any school provider having the ability to provide such facilities.
- 4) Mixed-use development involving residential, community facilities and employment could be the alternative uses of the school site in case the school



does not get delivered. This should only be considered where it has been robustly demonstrated that there is no requirement to deliver a school on the site and this should include consultation with the Education and Skills Funding Agency.

- 5) Placemaking - A high quality public realm, including a series of social spaces at the heart of the development area. The importance of creating social spaces for people to meet, sit and socialise, cannot be underestimated. The new public spaces would provide a pleasant amenity space for workers, residents and visitors to enjoy during their leisure time.
- 6) The creation of a mixed-use quarter clustered around the buildings adjacent to the industrial units on Browell's Lane to provide a noise buffer for other uses such as workspace and local need retail and other suitable uses.
- 7) A strong east - west link connecting the High Street to Hanworth Air Park with the introduction of a boulevard connecting Hanworth Air Park, Smith House, "Central Square" and Feltham High Street.
- 8) Strong north south routes connecting Browell's Lane to Elmwood Avenue.
- 9) Consolidation and strengthening of connections to the bus stop, local facilities, Hanworth Air Park and town centre including provision for buses to access and terminate within the Site.
- 10) Improved cycle and pedestrian access – both to and within the development area.
- 11) An enhanced setting for Feltham House.
- 12) The heights of proposed development will need to take account of the relationship with adjoining buildings, the topography of the area and the setting of the listed building and conservation area. This could allow for a variation in the height of elements of future development. The higher density residential areas could create a central heart to the development with taller elements up to 6 storeys to mark key points. Feltham Masterplan includes an accent building of 8 storeys. The Site is not suitable for a 'landmark' building solely defined by its height. 2 – 3 storey houses and maisonettes could be located along the southern boundary in response to the lower rise context. Higher density elements should be located toward the western part of the Site where access to the High Street is better.

**Figure 18: Potential massing**



## 8 IMPLEMENTATION AND PLANNING APPLICATION REQUIREMENTS

### 8.1 Community Infrastructure Levy (CIL)

8.1.1 Hounslow's CIL charging rate for residential development has been set at £70 per m<sup>2</sup>. It applies to the 'net additional floorspace' of new development which is delivering 100m<sup>2</sup> or more of gross internal floorspace or the creation of one additional dwelling. Where floorspace in an existing building has been in lawful use for a continuous period of six months in the past three years, it can now be discounted from CIL liability.

- Retail: £155 per m<sup>2</sup> (where the additional gross retail space is over 280 m<sup>2</sup>)
- Healthcare, education and emergency service facilities: nil
- All other uses: £20 per m<sup>2</sup> (nominal rate)

8.1.2 In addition to Hounslow's CIL, the Mayoral CIL applies to all chargeable development in the Borough. Currently a flat rate of £35 per m<sup>2</sup> applies.

8.1.3 Mandatory relief from both Hounslow and Mayoral CIL is also available if the chargeable development is to comprise of qualifying social housing (in whole or in part), the social housing element is eligible for relief from liability to pay CIL subject to conditions.

### 8.2 S106 Requirements

8.2.1 In considering planning obligations, the Council will take into account the range of benefits the MOD development provides. It will be important to ensure that the scale of obligations are carefully considered so they do not threaten the viability of development, in accordance with **paragraph 173 of the NPPF**.

8.2.2 S106 requirements will be considered initially at pre-application stage. In accordance with **Paragraph 204 of the NPPF** and Community Infrastructure Levy Regulations 122, planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

8.2.3 Requirements will however include the securing of affordable housing, site-specific highways works, transport network, affordable business accommodation; public realm improvement works, securing and management of open spaces, off-site playing field provision, and shared sports facilities in the new school for the wider community and carbon off-set projects.

8.2.4 As the Site predominantly has Public Transport Accessibility Level (PTAL) of 1-2, there is likely to be a particular need for planning obligations to provide for sustainable transport solutions to improve the PTAL and potentially allow for increased density.

## 8.3 Masterplan and phasing

- 8.3.1 Any applicant/ developer should take a Masterplan approach to the Site's development potential (and potentially with the neighbouring Smith House site – see Section 4.6), to ensure a comprehensive development is achieved that 'stitches' the Site into the fabric of the Town Centre and the green infrastructure.
- 8.3.2 Understandably there will likely be a phased approach to development of the Site given its size since the relocation of the MOD operations may take place in phases. The MOD Site comprises different plots and properties, not all of which are currently in use. There are a number of vacant buildings near to the listed Feltham House. Early redevelopment on this part of the Site could be considered feasible subject to maintaining security of the rest of the MOD Site and aligning the relocation programme could be maintained. The open space could be considered as an early phase of development provided there is re-provision elsewhere in the first phase of the development.
- 8.3.3 It is envisaged that the proposed development of the Site will have a build-out period of at least 5 years. The delivery of non-residential floorspace, landscaping, playing areas will therefore need to be considered in relation to the delivery of residential use, as part of a phasing plan. This will help ensure that community needs are met with the provision of necessary infrastructure.
- 8.3.4 The implications of the Site being delivered over a number of years mean that phasing of the scheme will be an important consideration to ensure that the impacts of construction activities over a sustained period of time do not negatively impact on the settled new businesses and residents.

## 8.4 Planning Conditions

- 8.4.1 Planning conditions are likely to form a component of any consent for the development of this Site. These will include, but are unlikely to be limited to details of materials, landscaping, Construction Management Plan or to secure elements of the permission such as cycle stores or parking layouts. Details of what will likely be reserved by condition can form part of any formal pre-application submissions.

## 8.5 Planning Performance Agreement

- 8.5.1 The Council welcomes and encourages discussions in relation to development proposals regarding the MOD Site prior to the formal submission of a planning application. In order to expedite the planning process and provide better certainty on outcomes, any applicant/ developer will be encouraged to enter into a Planning Performance Agreement (PPA) which assists the Council and applicants to agree timescales, actions and resources to guide development proposals through the planning process. More information on the PPA process and associated fees can be found at <http://www.hounslow.gov.uk/planningperformanceagreements>.



## 8.6 Planning Documents

- 8.6.1 Within any planning application, the Council would expect to see, as a minimum, the following documents to ensure timely validation:
- All plans, drawings, images including existing and proposed
  - Air quality assessment
  - Arboricultural report, including tree survey
  - Archaeological Assessment
  - Construction management plan
  - CIL declaration form
  - Daylight/Sunlight Assessment
  - Design & Access Statement
  - Drainage assessment form – this is available on the Council's website
  - Ecological Report
  - Energy statement
  - Flood risk assessment
  - Land contamination assessment
  - Landscape Design Proposals
  - Landscaping plans
  - Lighting assessment – only if the proposal involves floodlighting
  - Listed building and conservation area appraisal
  - Noise Impact assessment
  - Planning statement
  - Proposed planning obligation(s)/ draft heads of terms
  - Office assessment – only if the proposal involves the loss of office floorspace
  - Statement of community involvement
  - Sunlight/daylight assessment
  - Transport assessment and travel plan
  - Viability assessment
  - Waste management strategy and site waste management plan

## 9 WIDER INFRASTRUCTURE TO BE FUNDED BY CIL

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- 9.1 In recognition of the cumulative impact of the amount of residential and economic development proposed in Feltham, possible infrastructure projects in Feltham can be funded by CIL.
- 9.2 Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010.
- 9.3 Hounslow Community Infrastructure Levy Regulation 123 List adopted in July 2015 identifies infrastructure projects and types of infrastructure which are eligible to be funded in whole or part through the Community Infrastructure Levy:
- The order of the list does not imply any preference or priority:
  - Strategic Public spaces\*
  - Heritage assets\*
  - Strategic Green and blue infrastructure (including open space, play space

- and flood risk mitigation, excluding riverside walkways)\*
- Education facilities
- Health facilities
- Leisure and cultural facilities
- Community halls
- Energy efficiency measures (including carbon off-setting)
- Strategic Air and noise quality mitigation\*
- Strategic Transport and connectivity (excluding site specific highways and associated public realm matters needed to make a site acceptable in planning terms, as well as off-site work as identified in a transport assessment and bus route agreements)\*

*\*Excluding site-specific mitigation measures needed to make a development acceptable in planning terms*

**Figure 19: Draft Feltham Parks and Feltham Green Masterplan**



9.4 Feltham Masterplan, Feltham Implementation Plan and Feltham Parks Masterplan have identified a number of infrastructure projects to support housing and economic growth in Feltham. CIL could be one of the funding sources. These projects include:

- Three main parks: Feltham Parks, Hanworth Air Park and Upper Crane Park
- Improvements to Hanworth Park Leisure Centre
- Three ponds and greens: Feltham Green Pond, Bridge House Pond and Clymping Dene Pond
- Station North Forecourt
- Railway Pedestrian & Cycle connection bridge
- Road Bridge widening work to provide east side pedestrian access

- Station Town Gateway
- Station Bridge Gateway
- The Centre Corridor
- Bedford Lane South
- High Street public realm
- Cavendish Terrace
- Strengthening Connectivity to Leisure West: Victoria Road
- Industrial Area Gateway
- Town Centre Gateway
- Cultural features such as mosaic, statues and Wall of Fame

**Figure 20 Feltham Pond and Green**



**Figure 21 Proposed Public Realm Projects**





## 10 CONTACTS

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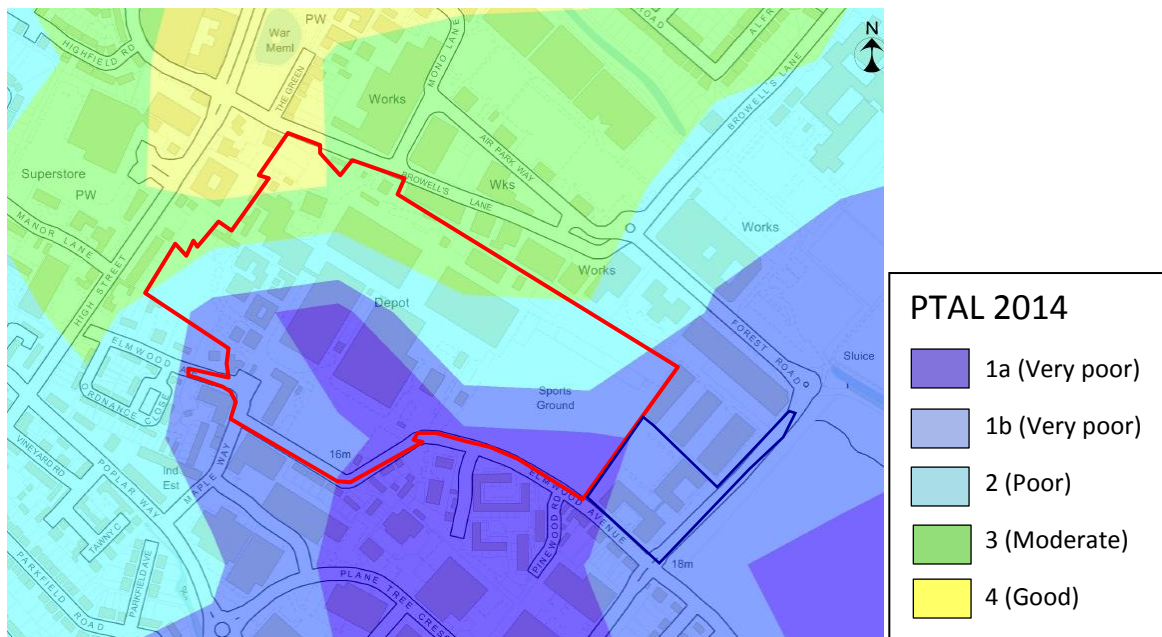
## APPENDICES

### Appendix 1: Parking Standards

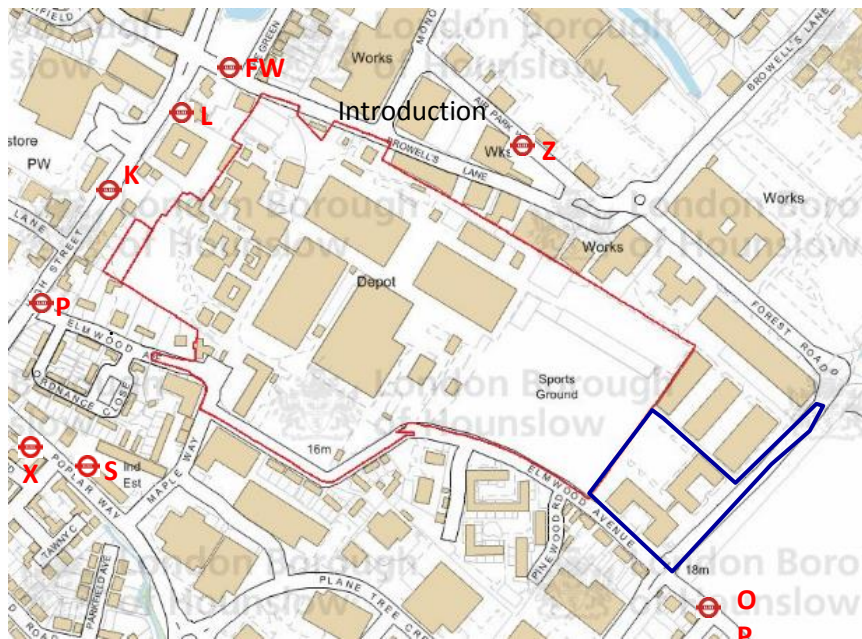
The maximum standards set out in **Table 6.2 in the London Plan** should be the basis for considering planning applications. 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

Setting	Public Transport Accessibility Level (PTAL) < 0 to 1 >	Maximum parking spaces	Public Transport Accessibility Level (PTAL) < 2 to 3 >	Maximum parking spaces	Public Transport Accessibility Level (PTAL) < 4 to 6 >	Maximum parking spaces
<b>Urban</b>	150–250 hr/ha	Up to 1.5 spaces per unit	200–450 hr/ha	Up to 1.5 spaces per unit	200–700 hr/ha	Up to one space per unit
3.8–4.6 hr/unit	35–65 u/ha		45–120 u/ha		45–185 u/ha	
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha	Up to one space per unit	55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha		70–260 u/ha	

## Appendix 2: Public Transport Accessibility Levels (PTALs)



## Appendix 3: Locations of bus stops



### Bus Stops

- ⊖ L&P - 5 routes towards Bedfont, Staines or Sunbury
- ⊖ K - 5 routes towards Hatton Cross, Sparrow Farm or Hounslow
- ⊖ FW - Bus 90 towards Leisure West
- ⊖ Z - Bus 90 towards Hatton Cross
- ⊖ O&P - Bus H25 towards Hanworth & Bus H25 towards Feltham
- ⊖ X - Bus H25 towards Bedfont
- ⊖ S - Bus H25 towards Hanworth



## Appendix 4: Site Chronology

### **Prehistoric**

The Site is located upon the west London gravel terraces (see section 4.1 above) which are known to be high in potential for nationally rare prehistoric remains, especially those dating from the Lower Palaeolithic period (approximately 500,000 to 38,000 BC) (Nixon et al 2002, p.19).

Prehistoric human activity on the west London gravels has been recorded from several sites in the west London region, but most extensively at nearby Heathrow (located approximately 1.5km to the north east of the Site) during various phases of airport construction and expansion (Framework Archaeology 2006). Evidence for prehistoric human activity in this area covers the transient and intermittent movements of hunter gatherers during the Palaeolithic and Mesolithic periods. The prehistoric landscape also shows evidence of monumental construction activity, such as the Neolithic Stanwell Cursus, a ditched and banked monumental structure located 4.5 km to the west of the Site (Pastscape 2015).

Palaeolithic environmental conditions at Feltham have been indicated by palynological analysis undertaken on silty sediments excavated in 1983 from Lower Feltham (TQ 107714) with additional interpretation of the results undertaken by Juby, alongside an analysis of previously unpublished faunal remains from the Feltham region for the Palaeolithic period (Juby 2011, p.347). This indicated, “a treeless, herb-dominated landscape with grasses and sedges and areas of damp ground” (Juby 2011, p.348).

By the Mesolithic period, this area was heavily wooded and most likely remained this way until a combination of land clearance by humans for agriculture and the spread of Dutch Elm disease opened up the woodland canopy in the Neolithic period. By the middle Bronze Age, the west London landscape around Heathrow, perhaps extending to Feltham, had been divided up by ditches, banks and hedgerows creating a landscape of small settlements or farmsteads surrounded by fields and trackways, with people keeping sheep and cattle and growing cereals (Framework Archaeology 2006).

The GLHER data shows one flint findspot (MLO2571) which was located more than 800m to the south of the Site.

No prehistoric remains have been located within the Site.

### **Roman**

The Roman settlement of Pontes was located 6km to the west of the Site at modern day Staines, and Roman London, Londinium, was located to the east of the Site. The Roman road connecting Pontes and Londinium lies approximately 1.5 km to the north of the Site.

No Roman remains have been located within the Site.

### **Saxon**

'Felda' is mentioned in a cotton manuscript (Ælfric's, Grammar or Glossary) dating from the 11th century AD (Page, 1911). The etymology of Feltham, which is recorded in the Domesday book as Felthenham or Felthham, is given as a derivation of the Old English 'feld' and 'ham' meaning place or 'settlement of the open space'. The name potentially reflects the Saxon settlement located in woodlands, south of a Roman road to Staines. The parish was located within the Spelthorne Hundred of Middlesex, centred on St Dunstan's Church located just over 500m west of the Site.

No Saxon remains have been located within the Site, although the Site lies in proximity to the Saxon and medieval villages of Feltham and Hanworth, both of which are archaeological priority areas (APA). The Feltham APA is located approximately 500m west of the Site, while the Hanworth APA is located approximately 500m south of the Site.

### **Medieval**

The Site is located within what was historically an annex of the Hanworth manorial lands, which later became a part of the bigger complex at Hampton Court Palace (located 8km southeast of the Site). The moated house at Hanworth Hall was originally used by Henry VII and the park at Hanworth and Hounslow Heath (covering approximately 4,000 acres in the medieval period) were popular hunting grounds for the Tudor monarchs. The modern grounds of Hanworth Hall are located within 150m south of the Site; remains of the moat are postulated, although archaeological investigation within the hall suggest that preservation of medieval archaeological deposits may be enhanced by the presence of the moat.

The cartographic regression exercise has shown that land divisions within the Parish suggest that during the medieval period, the Site was used as market gardens and orchards, aligned in strips, or burgage plots, orientated northeast to southwest.

No medieval remains have been located within the Site.

### **Post-medieval period**

In 1634 Feltham manor house and nearly the whole village was destroyed by fire (London Borough of Hounslow). The Longford River (or Queens or Cardinals River, which is located northeast of the Site), was cut in the 1630s on the orders of Charles I, in order to supply the ornamental waters at Hampton Court Palace.

## Appendix 5: Relevant GLA and Hounslow Supplementary Planning Guidance, Supporting Documents and Other National Guidance

### **GLA**

- [Draft Affordable Housing & Viability \(November 2016\)](#)
- [Crossrail Funding \(March 2016\)](#)
- [Housing \(March 2016\)](#)
- [Social Infrastructure \(May 2015\)](#)
- [Accessible London: Achieving an Inclusive Environment \(October 2014\)](#)
- [The control of dust and emissions during construction and demolition \(July 2014\)](#)
- [Town Centres \(July 2014\)](#)
- [Character and Context \(June 2014\)](#)
- [London Planning Statement \(May 2014\)](#)
- [Sustainable Design and Construction \(April 2014\)](#)
- [Play and Informal Recreation \(September 2012\)](#)
- [All London Green Grid \(March 2012\)](#)
- [Planning for Equality and Diversity in London \(October 2007\)](#)

### **Hounslow**

- [Air quality Supplementary Document, March 2008, LB Hounslow](#)
- [urban Context and Character Study August 2014, LB Hounslow](#)
- [Feltham Green Conservation Area](#)
- [Hounslow Employment land review, June 2016, LB Hounslow](#)
- [Hounslow Local Plan, September 2015, LB Hounslow](#)
- [Hounslow Regeneration and Economic Development Strategy 2016-20, May 2016, LB Hounslow](#)
- [Hounslow Sectors Research, March 2015, LB Hounslow](#)
- [Planning obligations and CIL SPD, November 2015, LB Hounslow](#)
- [Make in Feltham, December 2016, GLA and LB Hounslow](#)
- [MOD Planning Principles Document, September 2016, LB Hounslow](#)
- [Feltham Vision and Concept masterplan, May 2015, LB Hounslow](#)
- [Feltham Masterplan 2017, LB Hounslow](#)
- [Feltham Implementation Plan, June 2017, LB Hounslow and GLA](#)

### **Other National Guidance**

- [A Sporting Future for the Playing Fields of England, Sport England](#)
- [Active Design, October 2015, Sport England and Public Health England](#)
- [London Abstraction Licensing Strategy, March 2013, Environment Agency](#)
- [The Setting of Heritage Assets, March 2015, Historic England](#)

## Appendix 6: Relevant National, Regional and Local Planning Policy Matrix

Planning issue	National Planning Policy Framework (NPPF)	London Plan Policy	Local Plan Policy
Housing Delivery	<p>Paragraph 50 - Delivering a wide choice of high quality homes –</p> <p>Paragraph 46 - to boost significantly the supply of housing, local planning authorities should, inter alia, set out their own approach to housing density to reflect local circumstances.</p>	<p>3.3 Increasing Housing Supply</p> <p>3.4 Optimising Housing Potential</p> <p>3.5 Quality and Design of Housing Developments</p> <p>3.6 Children and young people’s play and informal recreation</p> <p>3.7 Large residential developments</p> <p>3.8: Housing Choice</p> <p>3.11 Affordable housing targets</p> <p>3.12 Negotiating affordable housing on individual private land</p>	<p>SC1 Housing Growth</p> <p>SC2 Maximising the provision of affordable housing states:</p> <p>SC4 Scale and density of new housing development</p> <p>SC5 Ensuring suitable internal and external space</p> <p>SC8 Specialist and Supported Housing</p>
Employment	Paragraph 22 - Delivering sustainable development -	<p>4.1 Developing London’s Economy</p> <p>4.10 New and Emerging Economic Sectors</p>	<p>ED1 Promoting Employment Growth and Development</p> <p>ED2 Maintaining the Borough’s Employment Land Supply</p>
Listed building, Conservation Area and Heritage	Paragraph 126 - Conserving and enhancing the historic environment	7.8 Heritage assets and archaeology	CC4 Heritage
Design – Density, Scale, Bulk, Massing	<p>Paragraph 58 - sets out the following aims for the design requirements</p> <p>Paragraph 57: to plan positively for the achievement of high quality and inclusive design for all development, including private spaces and wider area development schemes</p>	<p>3.5 Quality and Design of Housing Developments</p> <p>7.4 Local Character</p> <p>7.6 Architecture</p>	<p>CC1 Context and Character</p> <p>CC2 Urban Design and Architecture</p> <p>SC4 Scale and Density of New Housing Development</p> <p>SC5 Ensuring Suitable Internal and External Space</p>
Transportation	Paragraph 32 - Protecting Sustainable Transport–	6.9 Cycling	<p>EC1 Strategic transport connections</p> <p>EC2 Developing a sustainable local transport network</p>



Planning issue	National Planning Policy Framework (NPPF)	London Plan Policy	Local Plan Policy
Open Space, Play Space and Landscaping	Paragraph 73 - Promoting healthy Communities Paragraph 74 – protecting existing open space, sports and recreational buildings and land, including playing fields Paragraph 109 - Conserving and enhancing the natural environment	3.6 Children and young people’s play and informal 3.19 Sports facilities	GB2 Open space
Community Uses	Paragraphs 69-78 - Promoting healthy communities Paragraph 70 - To deliver the social, recreational and cultural facilities and services the community needs Paragraph 72 - advises that local planning authorities (LPAs) should take a proactive, positive and collaborative approach to ensuring that a sufficient choice of school places is available to meet the needs of communities Joint Policy Statement from the Secretary of State for Communities and Local Government and the Secretary of State for Education on ‘Planning for Schools Development’ (2011)	3.16 Protection and enhancement of social infrastructure 3.17 Health and social care facilities 3.18 Education facilities 3.19 Sports facilities	CI1 Providing and protecting community facilities CI2 Education and school places CI3 Health facilities and healthy places CI4 Culture and leisure facilities
Environmental Quality	Paragraph 109 - Conserving and enhancing the natural environment Paragraph 95 - Meeting the challenge of climate change: Low carbon Paragraph 103 – Flooding Paragraph 113 - affecting protected wildlife or geodiversity sites or landscape areas Paragraph 118 – Biodiversity paragraphs 9 and 152 – Planmaking	5.2 Minimising carbon dioxide emissions 5.3 Sustainable design and construction 5.6 Decentralised energy in development proposals 5.13 Sustainable drainage 7.19: Biodiversity	EQ1 Energy and carbon reduction EQ2 Sustainable design and construction EQ3 Flood risk and surface water management EQ4 Air quality EQ5 Noise EQ7 Sustainable waste management EQ8 Contamination

## Appendix 7: Community Engagement

The LB Hounslow Statement of Community Involvement (June 2013) states that an SPD should be made available to all stakeholders for a 4 week period. Hard copies should be available at the Civic Centre and local libraries, with the document also available online and as a public notice. SPD documents should also be distributed to the local media and relevant Area Forums. Responses should then be published on the Council website with individual respondents notified. The final SPD document should then be publicised.

A six-week public consultation took place between 5 April 2017 and 17 May 2017. Consultation details were listed on the council's consultation website. An on-line questionnaire was available to enable respondents to comment on the individual sections. A public notice was published in Hounslow Chronicle on 7 April 2017. A direct email to invite comments was sent to planning statutory consultees, all residents associations, major landowners, developers, local businesses, community groups, business organisations, neighbouring councils, councillors, internal officers and registered providers.

Prior to the commencement of public consultation, Bedfont, Feltham, Hanworth Area Forum on 23 March 2017 was briefed on the consultation exercise. Hard copies for reference were also available at Feltham Library and Hounslow Civic Centre during the consultation period.