

HOUNSLOW LOCAL PLAN: EXAMINATION IN PUBLIC

Matter 6: Viability and Policy Requirements (Wednesday 28th January)

Statement of Marie Rabouhans on behalf of the West Chiswick and Gunnersbury Society (WCGS) (REP 048)

12th December 2025

Question 5

1 Policy IMP3 (of either the current Local Plan 2015 - 2030 or that now under examination) is not effective because it is not adhered to. Point H states “Ensuring that development does not proceed unless the delivery of critical and necessary infrastructure to support that development is assured.”

2 Development is not refused by the Council due to lack of assurance of the necessary infrastructure. Section 106 contributions, even when those from several development are pooled, are usually inadequate to deliver the identified transport improvements.

3 Even when phasing requirements are included either within Legal Agreements or by means of conditions in planning consents, these may be overturned when it becomes clear that the expected transport infrastructure will not be in place in time.

4 *As example:* the Legal Agreement for Building 7 in the Chiswick Business Park linked occupation of this 12-storey building (capacity 3000) to the provision of the footbridge between the business park and Chiswick Park station. The footbridge was intended to relieve pressure on Gunnersbury station. The link was removed when it became clear that the footbridge would not be in place on completion of Building 7. Occupation of Building 7 began in 2015. The footbridge opened in January 2019, having been recognised as necessary as early as 2001 and planning permissions having been granted in 2007, 2012 and 2015.

WCGS

12th December