

HOUNSLOW LOCAL PLAN EXAMINATION STAGE 1 HEARING SESSIONS IDENTIFIED BY THE INSPECTORS

ON BEHALF OF SEGRO (RESPONDENT 098, 099) – MATTER 5 TRANSPORT, COMMUNICATIONS AND CONNECTIVITY

Question 1 - The evidence to support the Plan, included transport modelling and associated updates in the Hounslow Local Transport Impact Assessment Update and Addendum (documents EBEC2 and EBEC2a). Did the methodologies used sufficiently account for the cumulative effects of the potential growth in the London Plan 2021 for Hounslow and the surrounding London Boroughs, including any implications of potential Heathrow Airport expansion (should any associated development commence and/or take place before 2041), together with housing and employment growth in neighbouring districts outside of London?

1. Yes, SEGRO remains of the view that the transport modelling and associated updates in the Hounslow Local Transport Impact Assessment Update 2024* (and the Local Transport Impact Assessment Addendum, May 2025*) such as cumulative effects of future growth to be robustly representative of the Plan's development proposals and future growth trends.
2. Further, the reduction in scale of the allocation at P2 (c) Hatton Fields (formerly the Airport Business Park) does not appear to have been reflected in the Hounslow Local Transport Impact Assessment Update documents, which is considered to provide further robustness to the assessment.

Question 3 – Are the following planned transport improvements as identified in the Plan, including Policy EC1, to support housing and employment growth likely to be delivered in the plan period and if so, what is the source of the most up-to-date evidence in terms of funding arrangements and timescales for each?

- a) West London Orbital - Brentford-Southall Rail Link to Elizabeth Line and HS2 Station
- b) Piccadilly Line Service improvements
- c) District Line Service improvements
- d) Surface Level Access to Heathrow Airport via the South West Railway network
- e) Gunnersbury Station improvements

- f) Hounslow West Station improvements
- g) Kew Bridge Station improvements
- h) Golden Mile Station
- i) Lionel Road Station
- j) Improvements to bus services and introduction of express bus services
- k) Cycling network improvements
- l) Walking and cycling enhancements

Question 3 - Would the delivery of the strategic requirements identified in the Plan, be contingent upon the above transport improvements being fully delivered within the plan period? If not, which projects are considered to be the critical infrastructure upon which the delivery of the Plan will be dependent?

3. In respect of Questions 2 and 3, SEGRO concurs with the robust approach of the Hounslow Local Transport Impact Assessment Update 2024* (and the Local Transport Impact Assessment Addendum, May 2025*), whereby any mitigation listed above is not represented in the modelling, this would only further assist in reducing the already non-severe transport impacts from the proposed Plan delivery.
4. In conclusion, the strategic transport improvements highlight in Matter 5, Question 2 would not be necessary to deliver the Heathrow Business Park Opportunity Area, because the impacts are not material and notwithstanding local active travel, bus and highway mitigation can be provided at a local planning application determination level.