



# LOCAL PLAN

2015 - 2030

VOLUME ONE



London Borough  
of Hounslow



INVEST HOUNSLOW

**BEDFONT**

**CRANFORD &  
HESTON**

**OSTERLEY &  
SPRING GROVE**

**CHISWICK**

**HOUNSLOW**



**BRENTFORD**

**ISLEWORTH**

**HOUNSLOW  
WEST**

**RIVER THAMES**

**HANWORTH**

**FELTHAM**

# FOREWORD

This new Local Plan is the key document shaping the future spatial strategy of the London Borough of Hounslow for the next 15 years. It provides for significant growth in new housing and jobs to meet our residents' needs, while requiring high quality sustainable development that protects the unique characteristics and historic assets of the borough that our local communities value. It will guide investment in new buildings and important infrastructure and prioritise transformation and regeneration, while protecting and enhancing valuable metropolitan open land, green belt and open space.

The Local Plan has been prepared by drawing on the knowledge and aspirations of local residents, communities, businesses, and partner organisations. In the summer of 2013 we consulted you on the issues to be considered in preparing the Local Plan, and then went on to consult you on draft site allocations and several drafts of the Plan. Each draft was modified in response to the consultation comments received. The Local Plan was examined in public by a Government-appointed Planning Inspector in the spring of 2015. With a few modifications the Plan was found 'sound' by the Inspector and was adopted by the Council on the 15th September 2015.

The Plan will be used to guide development, investment and improvements in the borough, and to assess future planning applications, as well as provide a common tool for all service providers, community groups, developers, residents and businesses, to shape the borough into an even better place to live and work.

The Plan is not, however, a static document. It will be continually reviewed to ensure it continues to meet the needs of the borough. The Plan commits the council to immediately start on two area reviews to look in detail at local improvements, investment and development opportunities to provide much needed housing and jobs in the Great West Corridor (Golden Mile) and West of Borough.

I hope you enjoy reading and using the Plan and look forward to a bright future for the borough.

Steve Curran



**Councillor Steve Curran**  
**Leader of the Council and Cabinet Member for**  
**Corporate Strategy, Planning and Regeneration**

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**CHAPTER INTRODUCTION**  
**ONE**

# INTRODUCTION

## PURPOSE

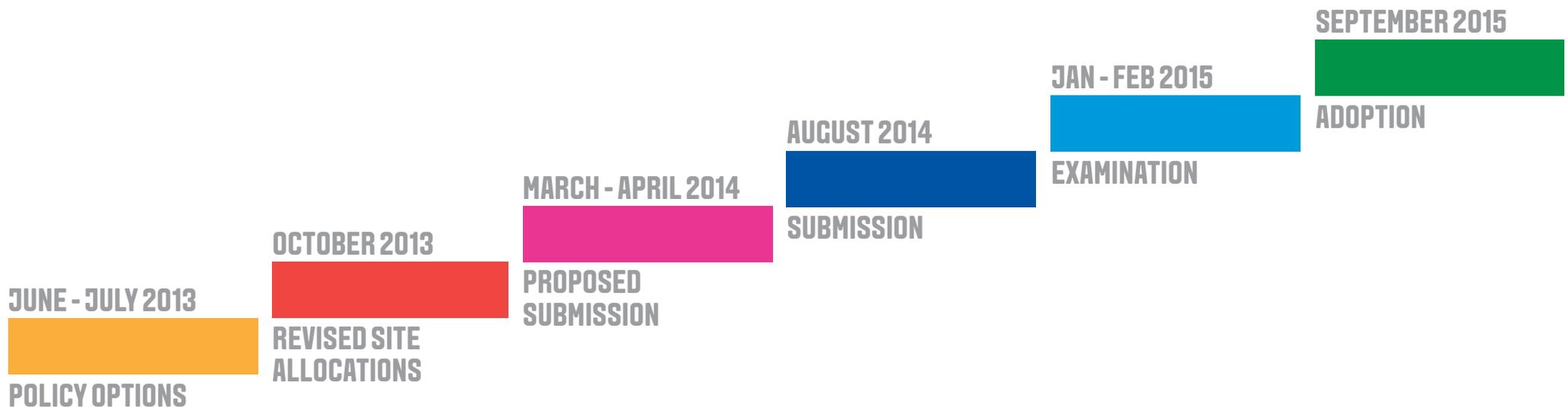
1.1 The Local Plan is a local development plan document that sets out the council's proposals for the future development of the borough over the next 15 years through a suite of new planning policies. All local authorities are required to prepare a Local Plan with the objective of contributing to the achievement of sustainable development, addressing the spatial implications of economic, social and environmental change.

## PROCESS

1.2 The borough's new Local Plan replaces all of the policies and proposals in the Brentford Area Action Plan (2009), the Employment Development Plan Document (2008) and the saved policies in the Unitary Development Plan (2007) and updates the policies map. The Local Plan process also replaces the previous local development plan terminology of Local Development Frameworks led by a Core Strategy which the council had previously been preparing.

1.3 The Local Plan has been prepared using feedback received through several consultations stages (see below) before it was submitted to the Secretary of State for independent examination in August 2014. The examining Inspector assessed whether the Local Plan was prepared in accordance with legal and procedural requirements, and whether the plan was 'sound'. Following public hearings between February and April 2015, the Inspector issued his report in July 2015, which concluded the Plan was sound, subject to modifications arising through the examination.

## TIMETABLE



# INTRODUCTION

## SUSTAINABILITY APPRAISAL

1.4 The Local Plan has been subject to a number of statutory impact assessments, including Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitats Regulations Assessment and Equalities Impact Assessment. Each of the options presented in the consultation drafts were assessed for their impact against sustainability objectives. This Sustainability Appraisal process enabled the assessment of reasonable alternative options including a comparison of their likely impacts. The Sustainability Appraisal and other impact assessments were published alongside the draft Local Plan documents for consultation.



# INTRODUCTION

## POLICY AND CONTEXT

1.5 The starting point for developing policy options for the Local Plan is to address the requirements set out in national planning policy guidance and the Mayor of London's spatial development strategy and guidance. Policy options for the Local Plan were explored only where the opportunity for proposing reasonable alternatives to national and regional policy existed in order to meet local objectives or respond to local distinctiveness. Where an issue is adequately addressed and no alternative options are available, the policy options indicate that national or regional policy will apply.



## NATIONAL PLANNING POLICY FRAMEWORK

1.6 The core principle of the National Planning Policy Framework (NPPF) is a 'presumption in favour of sustainable development', which should be seen as a golden thread running through plan making. Sustainable development is defined positively, seeking to meet the needs of the borough unless the adverse impacts would outweigh the benefits, or the NPPF indicates development should be restricted. It is the role of the planning system to balance the three dimensions of sustainable development - economic, social and environmental - to ensure that new development has a beneficial impact on the local economy, environment and people's quality of life, and to mitigate or protect the area from significant adverse impacts.

The NPPF requires that Local Plans

- Plan positively for the development and infrastructure required in the area
- Cover a 15-year timeframe, taking account of longer term requirements
- Be based on co-operation with neighbouring authorities, public, voluntary and private sector organisations

- Indicate broad locations for strategic development on a key diagram and land-use designations on a policies map
- Allocate sites to promote development
- Identify areas where it may be necessary to limit freedom to change the use of buildings
- Identify land where development would be inappropriate, for instance due to its environmental or historic significance
- Contain a clear strategy for enhancing the natural, built and historic environment

1.7 More generally, the NPPF sets out guidance in relation to key planning principles including building a strong economy; ensuring the vitality of town centres; promoting sustainable transport; delivering a wide choice of affordable homes; good design; promoting healthy communities; protecting open space and the built environment; conserving the historic environment; and meeting the challenge of climate change. Further guidance and national policy is also published by government and this is material to how planning decisions are made. The policies in the Local Plan must be consistent with the principles and policies set out in the NPPF and address all of the Local Plan preparation requirements.

# INTRODUCTION

## LONDON PLAN

1.8 The London Plan is the Spatial Development Strategy produced by the Mayor of London setting the strategic plan for development in London over the next 20-25 years. The Local Plan is required to be in general conformity with the London Plan. The London Plan is also part of the statutory development plan for the borough and has to be taken into account in the determination of planning applications.

1.9 The London Plan sets out a significant number of requirements in relation to Local Plan preparation which must be addressed in the development of the policy options. The Mayor also establishes a strategic approach in relation to key policy areas leaving limited scope for alternative policy options at the local level.

1.10 Revised Early Minor Alterations (REMA) to the London Plan (2011) were adopted in October 2013 to ensure that it is consistent with the NPPF. Further Alterations to the London Plan (FALP) were adopted in March 2015, responding to changes in future projections of growth in London that have been informed by the 2011 Census and other evidence. This Local Plan has been prepared in the understanding of the important changes set out in the FALP, including a new housing target for the borough.

1.11 Key policy requirements set out in the London Plan in relation to the borough and the draft Hounslow Local Plan include:

- A minimum housing delivery target of 822 additional homes per annum throughout the plan period, an increase from 470 per annum in the previous planning period
- Setting an affordable housing target, including separate targets for affordable rented and intermediate housing
- Identifying and protecting Strategic and Locally Significant Industrial Sites
- Establishing the borough's town centre hierarchy, identifying Hounslow as a Metropolitan Centre, Chiswick as a Major Centre and Brentford and Feltham as District Centres
- Setting out detailed principles in relation to minimising carbon dioxide emissions and sustainable design and construction
- Strongly opposing any further expansion of Heathrow Airport that involves an increase in the number of aircraft movements
- Setting out maximum car parking standards
- Continuing the protection of Metropolitan Green Belt and Metropolitan Open Land

- Identification of the Heathrow Opportunity Area (shared with London Borough of Hillingdon) as an area to accommodate significant new housing and employment growth. The potential of this aspect will be dependent on the outcome of decisions to be made on the future function of Heathrow Airport.
- Identification of a Hounslow (Great West Corridor) Strategic Outer London Development Centre for employment use and potential for a further Opportunity Area at the Great West Corridor.



# INTRODUCTION

## OTHER STRATEGIES

1.12 The Local Plan takes forward the vision for the District set out in Future Borough: Hounslow Together's Vision, Strategy and Action Plan, which forms the Sustainable Community Strategy for the borough.

### 'A VISION FOR HOUNSLOW 2030'

1.13 Hounslow is a diverse borough, full of character, entrepreneurial spirit, and with huge potential. Over the next 20 years, Hounslow Together will work with the community to develop the borough to be distinctive, vibrant and thriving, with a happy, high-achieving community at its heart. The vision is set out under three priorities: people, place and economy. At the heart of the strategy is the aspiration for the borough to be a place where people enjoy living and choose to settle and stay. The community will be based around thriving town centres, and the economy will be a key player in west London and the Greater London economy, maximising the opportunities afforded from its unique location as the gateway to London. The Future Borough sets out its strategy for achieving the vision under four themes - leadership, people, place and economy - with long term outcomes for each and actions for the council and its partners.



# INTRODUCTION

## ENGAGEMENT

1.14 The Local Plan takes forward the spatial elements of the Future Borough strategy, including regenerating our towns and local centres, creating distinctive and desirable communities through quality design and the provision of the right types of housing, supporting economic growth and providing the necessary infrastructure.

1.15 A copy of the Future Borough strategy, which was published in 2011 following extensive stakeholder engagement and community consultation, can be found on the council's website at [www.hounslow.gov.uk](http://www.hounslow.gov.uk).

1.16 The Local Plan has been prepared in the context of continuous engagement with stakeholders and the community, with public consultations taking place in 2007 and 2011 for the earlier Core Strategy and in 2013 for the Policy Options for the Local Plan and a subsequent Revised Site Allocations Policy Options for the Local Plan. The Proposed Submission draft was published in March 2014, and the Local Plan was submitted to the Secretary of State in August 2014. The preparation of the borough's Sustainable Community Strategy ('Future Borough'), which was published in 2011, also influenced the Local Plan.

1.17 A consultation statement was published when the Local Plan was submitted, alongside this document, setting out this process, the issues raised through consultation and how they have been addressed. This engagement meets the requirements of the council's Statement of Community Involvement, which sets out how the community should be engaged when planning policy is prepared. A further statement setting out how the Local Plan has met the 'duty to co-operate' requirements of the Localism Act was also prepared.







**CHAPTER SPATIAL STRATEGY  
TWO**

# SPATIAL STRATEGY

## SPATIAL VISION

2.1 The Local Plan is the key to delivering the vision and aspirations of the local community for the future development of the borough over the next 15 years. The Local Plan also includes the detailed planning and land use policies which will be used by all decision makers considering development proposals for the use of land and buildings in the borough. All planning and land use decisions must be taken in accordance with the development plan (of which this Local Plan is the principal part) unless material considerations indicate otherwise.

### **A VISION FOR THE LONDON BOROUGH OF HOUNSLOW - 2030**

Hounslow will be a vibrant and growing borough, with a minimum of 12,330 additional new homes built between 2015 and 2030. These new homes will provide a range of housing tenures, types and sizes in line with identified need. This will be part of a sustainable development approach, with new community infrastructure provided to meet the needs of the borough's expanded population.

Development will be directed to areas that have capacity for change, including the borough's town centres and the Great West Corridor. The many great landscape, natural and built heritage assets and distinctive residential characters found across the borough will be protected and enhanced.

Town centres will become hubs of cultural, leisure, community and retail activity that support the growing population. Town centres will also be promoted as locations for economic growth, as places to do business. Growth will be focused first at Hounslow Metropolitan Centre and Brentford District Centre and later, the smaller town centres, where accessibility is greatest and shops and services necessary for successful communities, business and quality of life. They will provide opportunities for business services and for business to take place outside of the normal workplace.

Improved connectivity and transportation improvements will support the principal out-of-centre employment locations including on the Great West Corridor, focusing on digital and media and anchoring commercial growth and HQ offices at the gateway to central London. The stimulus of Heathrow Airport and innate entrepreneurship and innovation of the borough's diverse peoples will continue to underpin local economy, with improved access to a range of jobs and skills for local people.

The quality of life and health of residents will be improved by the provision of supporting infrastructure and high quality and responsive design that respect and enhance local character. Significant local character, natural and heritage assets will be protected and enhanced to maximise their benefits to local residents and businesses.

# SPATIAL STRATEGY

## DELIVERY

2.2 This vision is set out in such a way that it forms the council's definition and local interpretation of the government's overarching 'presumption in favour of sustainable development', and seeks opportunities for all new development in (or impacting upon) the borough to contribute to the achievement of sustainable development. This will be assessed and balanced across the economic dimension, the social dimension and the environmental dimension, both now and for future generations. The vision and the policies contained in this Plan address the distinctive circumstances of the people, places and economy of the borough but are consistent with national and London-wide regional planning strategy and policies. The council will work positively with the promoters of development and local communities to overcome problems and to achieve high quality sustainable development on the ground.

2.3 The spatial strategy for the phases of development of the borough to 2030 is summarised in the key diagram in three clear phases focused on: 1) continued regeneration and focus on Brentford and Hounslow town centres; 2) new urban opportunities including on the Great West Corridor; and 3) western suburban regeneration. During the plan period the future function of Heathrow Airport will become clear and the focus of the third western regeneration

phase will be planned through supplement or amendment to this Local Plan as necessary to address the opportunities arising in the Heathrow Opportunity Area.

2.4 In establishing a local interpretation of the presumption in favour of sustainable development as set out in the Government's National Planning Policy Framework (NPPF), the Local Plan sets out strategic policies to deliver a minimum of 12,300 new homes using evidence from the 2013 London-wide Strategic Housing Land Availability Assessment (SHLAA).

2.5 At the core of this approach is the NPPF's requirement to ensure Local Plans meet the full objectively assessed needs for affordable and market housing, as far as is consistent with the policies in the framework. The framework includes a range of policies relating to one or more of the three dimensions of sustainable development (economic, social and environmental) and so the Hounslow Local Plan seeks to deliver the optimum amount of housing whilst meeting the principles of sustainable development. This includes ensuring the provision of sufficient infrastructure to support growth; providing space for the borough's growing economy and places for people to work; achieving a high quality of design to provide a high living standard and enhance the borough's context and character; protecting and

enhancing open space to meet the needs of the borough's growing population; and environmental protection including mitigating flood risk.

2.6 In striving to achieve sustainable development the Local Plan identifies three key parts of the Borough that have capacity for growth and change in the plan period. These are Hounslow Metropolitan Centre, Brentford District Centre and the Great West Corridor (including the Golden Mile). Significant work has already been undertaken to deliver identified growth in Hounslow and Brentford town centres, with the Local Plan informed by a Masterplan for Hounslow Metropolitan Centre and has also updated and superseded elements of the Brentford Area Action Plan (adopted in 2009).

2.7 However in setting the overarching strategic policies in the Local Plan, the Council needs to continuously explore ways to unlock further growth whilst satisfying the presumption in favour of sustainable development. This will also meet requirements set out in the London Plan for Local Plan housing targets to be augmented where possible with extra housing capacity to close the gap between identified housing need and supply. In order to initiate this, the Council intends to undertake two area specific partial reviews of the Local Plan - the Great West Corridor Plan and the West of Borough Plan.

# SPATIAL STRATEGY

## POLICY SV1 - GREAT WEST CORRIDOR PLAN

### Our approach

We will work with residents and stakeholders to explore and identify the potential capacity for additional employment-led mixed use development along the Great West Corridor and coordinate its regeneration.

### We will achieve this by

Progressing a partial Local Plan review which will:

- (a) Identify the extent of the Great West Corridor;
- (b) Determine the location and sustainable quantum of additional employment and residential development above existing Local Plan levels for implementation through new site allocations;

(c) Coordinate the delivery of public and private investment in transport infrastructure throughout the Great West Corridor as identified in policy EC1;

(d) Progress the designation of the Great West Corridor as an Opportunity Area through the review of the London Plan;

(e) Support the growth of the media and digital sectors in line with the London Plan's identification of the area as a Strategic Outer London Development Centre;

(f) Improve linkages with Brentford town centre through public realm enhancements and improved connectivity and access to amenities and facilities for the businesses and workforce in the area;

(g) Identify sites with suitability for tall buildings following further urban design work;

(h) Review existing employment designations, including the Locally Significant Industrial Sites, through an Employment Land Review and other appropriate evidence;

(i) Explore opportunities for mitigating and reducing the impact of noise and air pollution for existing and future residents;

(j) Review local infrastructure requirements through the preparation of an area-specific Infrastructure Delivery Plan; and

(k) Proceed with initial informal public consultation commencing before the end of 2015 and a target for adoption by the end of 2018.



# SPATIAL STRATEGY

## POLICY SV1 - GREAT WEST CORRIDOR PLAN

### **We are taking this approach because**

2.8 The Great West Corridor follows the strategic roads of the A4 and M4 from Osterley in the west through Brentford to Chiswick in the east. It is the first major commercial part of London reached on the route from Heathrow Airport into central London and for this reason, throughout the 20th century, has become well established as a leading strategic industrial area for new 'cutting edge' technologies and manufacturing. More recently it has become the focus for new investment in digital and media business of international significance such as the BskyB Campus at Osterley to the western end of the corridor and at the Chiswick Business Park at the eastern end. This stretch of the Great West Road is known as the 'Golden Mile', reflecting its important economic function, and the presence of major businesses. There are however constraints on the corridor's potential, including poor public transport connectivity and environmental challenges arising from the transport function of the A4/M4, whilst the proximity of heritage assets places limits on building heights.

2.9 The Great West Corridor is recognised for having an economic function of greater than sub-regional importance in the digital and media sector, and for this reason is identified in the London Plan as a Strategic Outer London Development Centre (SOLDC). The London Plan also establishes the area as a potential Opportunity Area. The council will define and implement the Hounslow (Great West Corridor) SOLDC and explore the possibility of a new Opportunity Area through a Local Plan review specific to this area. The Great West Corridor Plan will seek to address constraints to the corridor's economic development and co-ordinate its regeneration. It will include area specific policies and site allocations which relate to the Local Plan's strategic policies, but help facilitate their delivery and enable further stakeholder engagement in the area of growth and change.

2.10 A crucial element of the Great West Corridor Plan will be the implementation of public transport improvements to and along the corridor and the consideration of how the improved sustainability that would result can unlock delivery of an additional number of new jobs and homes than that currently proposed under the existing confines of sustainable development. In other words it will seek to ensure the delivery of 'game changing' infrastructure - including new passenger rail connections - to facilitate the delivery of additional growth, and help to narrow the gap between full objectively assessed housing need and deliverable housing supply within the limits of sustainable development.

2.11 The council will work with the Mayor of London and neighbouring authorities to define and implement a strategic economic development concept for the Great West Corridor. Once adopted, the Great West Corridor Plan will alter and form part of the borough's Local Plan, being used to direct investment decisions and for the assessment of planning applications.

# SPATIAL STRATEGY

## POLICY SV2 - WEST OF BOROUGH PLAN

### Our approach

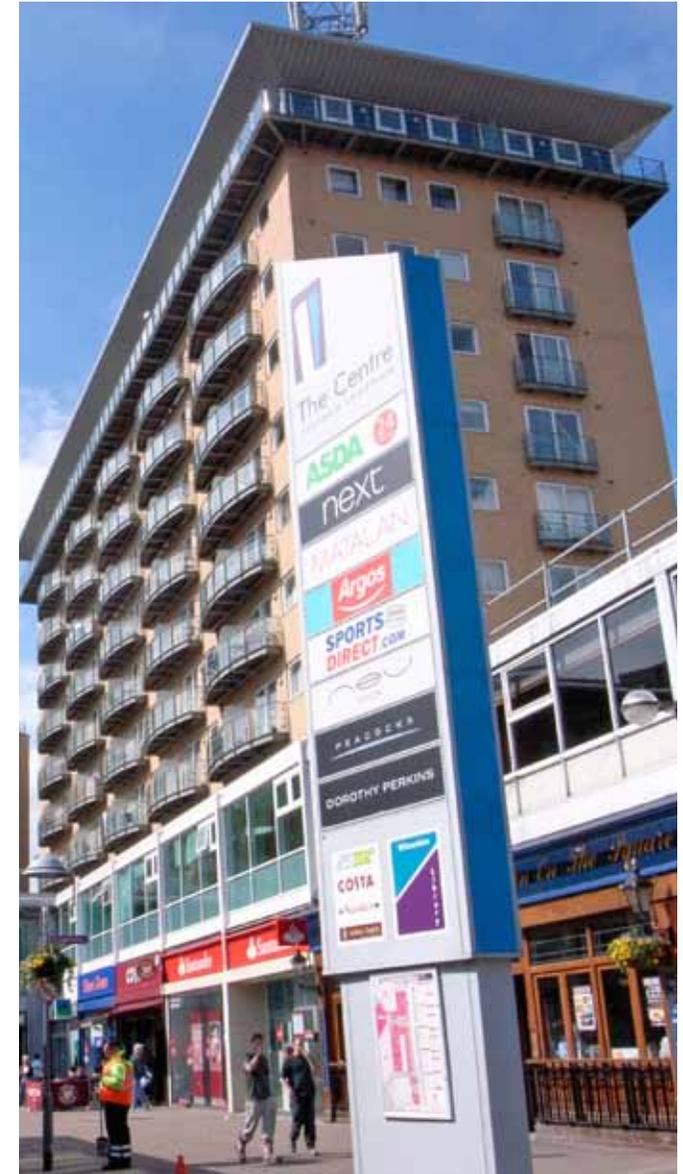
We will work with local residents and stakeholders to facilitate regeneration and additional residential and employment growth in the west of the borough taking in the centres of Feltham, Bedfont, Hanworth, Cranford and Heston.

### We will achieve this by

Progressing a partial Local Plan review which will:

- (a) Identify the extent of the West of Borough Plan;
- (b) Determine the location and sustainable quantum of additional employment and residential development above existing Local Plan levels for implementation through new site allocations;
- (c) Implement the findings of the Comprehensive Green Belt Review;
- (d) Take forward the recommendations in the Feltham Town Centre Master Plan;
- (e) Review existing employment designations through the preparation of an Employment Land Review;
- (f) Joint working with the Greater London Authority, neighbouring authorities including

- the London Borough of Hillingdon and other stakeholders to progress the Heathrow Opportunity Area identified in the London Plan;
- (g) Proactively plan those areas surrounding Heathrow Airport to secure positive economic, environmental and social benefits and environment mitigation;
  - (h) Tackle health inequalities and promote healthy living;
  - (i) Explore opportunities to bring a Higher Education Institution into the west of the borough;
  - (j) Assess the future need for accommodation for Gypsies, Travellers and Travelling Showpeople in the borough during the Local Plan period, and should such needs be identified, set pitch and plot targets and to identify a supply of specific deliverable sites and broad locations for growth, all in accordance with Policy SC9 and national policy;
  - (k) Review local infrastructure requirements through the preparation of an area-specific Infrastructure Delivery Plan; and
  - (l) Proceed with initial informal consultation commencing before the end of 2015 and a target for adoption by the end of 2018.



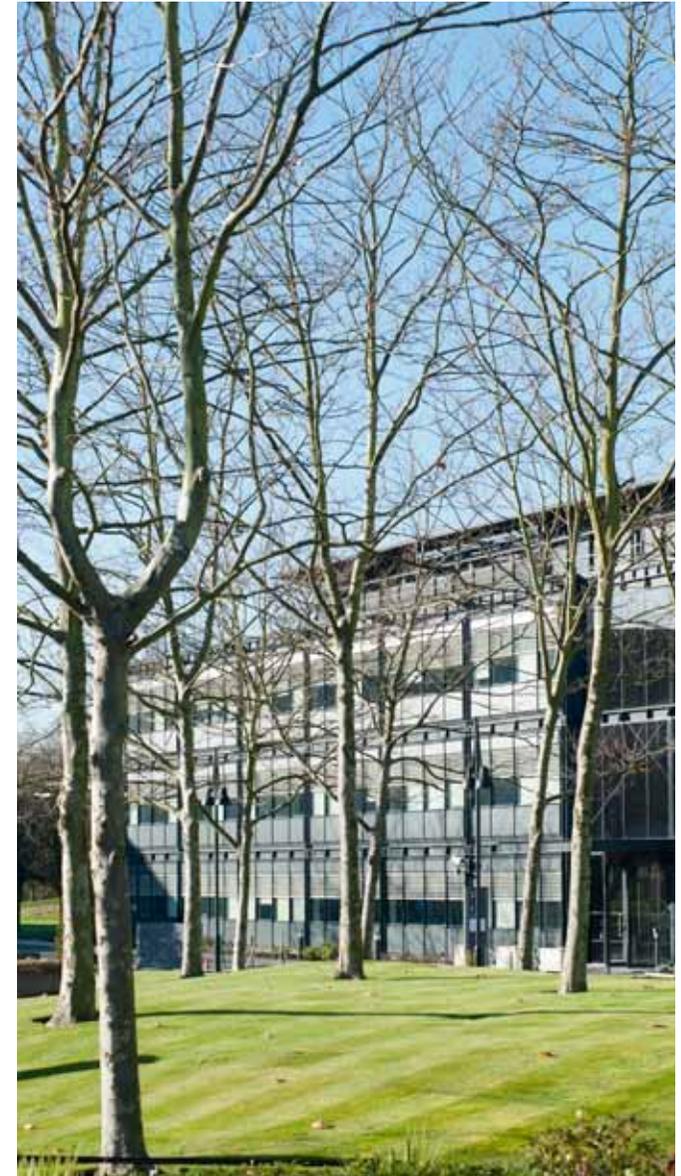
# SPATIAL STRATEGY

## POLICY SV2 - WEST OF BOROUGH PLAN

### We are taking this approach because

2.12 The West of Borough Plan will include the centres of Feltham, Bedfont, Hanworth, Cranford and Heston together with the whole of the borough's designated Green Belt. It also forms part of the Mayor's Heathrow Opportunity Area. The purpose of the Plan is to: facilitate additional housing growth; implement the findings of the Green Belt Review; take forward the master plan for Feltham town centre; consider the deliverability of further infrastructure improvements; and explore the capacity and viability of increased employment floorspace.

2.13 The immediate proximity to Heathrow Airport also provides specific opportunities and constraints for this part of the borough which are not within the control of the council. The western area has a strong logistics and warehousing market creating some of the most valuable industrial land in Europe. The area also hosts an important concentration of high technology companies at and around Bedfont Lakes, companies which benefit from the exceptional global accessibility of this location. It also benefits from large areas of open space reflecting its position at the edge of the London metropolitan area. However, in terms of constraints, the area does suffer from road congestion with large areas poorly served by public transport, and many areas are affected by aircraft noise. The West of Borough Plan will therefore provide an opportunity to take the lead on shaping the growth of this area once the future of Heathrow, and improvements to surface access to it, have been made clearer following the findings of the Davies Commission. This will include working with the GLA and other partners to take forward the Heathrow Opportunity Area.



# SPATIAL STRATEGY

## SUPPORTING STATEMENT TO THE VISION

2.14 The London Borough of Hounslow will continue to be a key contributor to London's economy, with the Great West Corridor Strategic Outer London Development Centre evolving as the Gateway to London from Heathrow Airport and the M4 Corridor. The economic stimulus of Heathrow Airport will continue to be respected, with supply chain opportunities maximised. The role of the Heathrow Opportunity Area will be further defined throughout the plan period once the future of Heathrow Airport is confirmed.

2.15 Building on the innovation of the 'Golden Mile' that developed in the 20th century inter-war period, the Great West Corridor will be transformed into a place fit for business in the 21st century, with the delivery of well-designed mixed use developments that build on the Great West Road's commercial frontage and protect existing employment uses. The economic stimulus and digital and media specialism anchored by the B SkyB Campus and Chiswick Business Park will be maximised, including new business and supply chain opportunities. Evidence indicates that demand for high grade office space from multinational corporations in high growth sectors such as hi-tech, media and pharmaceutical companies will also continue to be strong to 2030.



2.16 Improved connectivity will be fundamental to delivering the vision, both connecting the Great West Corridor to the borough's town centres, and beyond these to the strategic rail network and international travel network. The improved connections from the workplace will create opportunities in town centres for local business services and networks to develop and create opportunities to do business outside of the normal workplace environment. A new passenger service will connect Brentford District Centre and employees and businesses on the Great West Corridor to the new Crossrail network at Southall. Once coupled with a further passenger service between Hounslow Station and Willesden

Junction via Old Oak Common, these services will enable Outer London orbital rail connections to Crossrail and HS2. Such strategic transport improvements, together with more localised enhancements to public realm and pedestrian and cycle routes, will help unlock a broader range of employment and training opportunities to the borough's residents and underpin the supply chain. These developments will create new local economic opportunities and support the borough's many smaller and younger firms and highly entrepreneurial economy to develop and remain in the borough. It will help reduce the mismatch in local skills and employment opportunities, and promote more sustainable travel patterns.

# SPATIAL STRATEGY

## SUPPORTING STATEMENT TO THE VISION

2.17 The places with the best public transport accessibility are the four town centres reflecting their role as local hubs and providers of shops and services to local catchments. Land use decisions will, where appropriate, permit higher densities of development where a high quality of design is achieved and enable protection of suitable commercial space for commercial uses at these locations to ensure these advantages are not squandered to short-term expediency. Local shops and services serving nearby residential areas will also be protected where there is an identified need.

2.18 Such economic development opportunities will be used as a catalyst to regenerate the borough's town centres, especially Hounslow Metropolitan Centre and Brentford District Centre, building on the model achieved with the success of Chiswick Business Park. Major mixed use developments will be delivered, including Hounslow High Street Quarter, which will help transform the borough's town centres into some of west London's most vibrant destinations for a diversity of cultural and leisure offer. The Local Plan will seek to ensure a diversification of town centre uses to achieve activity during the day and night that acts as a focus for servicing the diversity of local cultural needs. Retail, businesses and consumer services, and residential uses are part of this consideration, but the case for conversion of commercial space to residential uses will be carefully balanced against wider town centre uses to promote and enhance places that can deliver economic growth and employment and must include leisure, community and cultural facilities. This will be underpinned in Hounslow town centre by the council occupying new accessible premises in the town centre. This will all also help provide accessible opportunities for soft networking for companies throughout the borough, including those at Great West Corridor, which will in turn create supply chain opportunities for local businesses.

2.19 To the west of the borough the major business and transport distribution sites such as North Feltham Trading Estate and Transport Avenue, and the technology office locations at Bedfont Lakes will consolidate. While their economic base will be diversified the economic stimulus of Heathrow Airport will continue to be respected; with optimal supply chain opportunities and continued major representation of international companies, distributive and support functions based on the proximity relationship with Heathrow Airport secure.

2.20 The role of the Heathrow Opportunity Area will be further defined throughout the plan period once the future role of Heathrow Airport and its configuration is confirmed.

2.21 The borough's future economic performance will grow as the highly entrepreneurial and intrinsically competitive resident businesses utilise the diversity of places, talents and locational advantages found in the London Borough of Hounslow.

# SPATIAL STRATEGY

## SUPPORTING STATEMENT TO THE VISION

2.22 The population of the London Borough of Hounslow will continue to grow rapidly, increasing by a further 30,000 people to reach approximately 314,000 by 2030. The people will be of many backgrounds, ages, abilities and faiths, but they will share great ambitions for our borough and its future. While some of the population will move on, an increasing proportion will choose to stay permanently in the borough that embraces diversity and change; offers the quality and types of homes, community, cultural and religious facilities they need and want; offers the health, education and leisure opportunities for the quality of life they want, together with improving economic opportunities and environmental quality. By 2030, a quarter of the population will be under the age of 18 and nearly 15% will be over the age of 65. Health and care services and an increasing provision of adaptable Lifetime homes and support packages will enable older people to remain near family.



2.23 Between 2015 and 2030 over 12,300 net additional homes will have been completed to add to the stock of 98,000 (in 2011). This requires a huge 'step change' in housing delivery compared to previous targets. A housing delivery strategy will ensure this will be achieved and maintained to ensure continuous supply of housing development opportunities, together with an ambitious programme of delivery of additional affordable homes and specialist independent and non-independent supported living. A broad mixture of housing types and tenures will be achieved to meet the needs and aspirations of local people, including well-designed HMO accommodation in suitable locations, affordable

and intermediate tenures, and for market rent and purchase at a range of price points and across the geography of the borough. 40% of all the newly built homes will be available on affordable terms, including specialist affordable housing to meet demonstrated evidence of need. New homes will comply with London-wide minimum space and accessibility standards and with specific additional requirements for external private amenity space to ensure that our housing continues to offer the best aspects of suburban amenities that local people want. The quantity of school and early year's places will be dramatically expanded to meet the needs of the growth in population. These will be provided

# SPATIAL STRATEGY

## SUPPORTING STATEMENT TO THE VISION

through the mixed provision of expanded state schools, new academies, private and free schools offering a choice of good quality school places in a balanced accessible distribution. Further and higher education facilities in the borough and skills and employment training will be expanded and enhanced in partnership with local employers, including brokered employment and training opportunities for residents in new developments.

2.24 Unemployment will remain low compared to London and UK averages and the rates of inward and outward commuting will have reduced compared to 2015 levels as more borough residents secure higher value employment within the borough or close by. The percentage of the borough population living in areas within the most deprived areas in London will be reduced. Assisted with contributions secured through Section 106 agreements and Community Infrastructure Levy and coordinated through the Infrastructure Delivery Plan, the necessary physical and social infrastructure needed to supported new development and population change will be provided in a timely manner.

2.25 The people of the borough will have healthier life styles, living longer, more independent and healthier lives. New health facilities will meet the needs of the growing population including a new Heston Health Centre. People will be encouraged to participate in decisions about the future planning of their neighbourhoods including through local neighbourhood plans.



# SPATIAL STRATEGY

## SUPPORTING STATEMENT TO THE VISION

2.26 The London Borough of Hounslow enjoys major natural and built environmental assets but also faces severe challenges.

2.27 The borough has developed along key road and rail routes which now carry heavy volumes of traffic to and from central London, and Heathrow Airport, immediately to the west, generates significant surface traffic. This is further exacerbated by peak hour commuter traffic and local traffic movement through-out the day and night. The limitations of the local public transport, particularly for north-south movement across the main radial routes, create a local reliance on the private car. The scope for walking and cycling is limited in places by man-made and natural physical obstacles. This contributes to air pollution and together with flights in and out of Heathrow Airport, to noise pollution which can disrupt conversation and other activities such as learning, and can increase stress and disturb concentration, rest and sleep.

2.28 By 2030 land use and transport planning strategy will have produced a range of major and minor projects and decisions that will together mitigate and avoid some of these impacts. Public transport accessibility will be greatly improved through current programmes of rail service upgrade and new rail passenger services will connect Brentford, the Great West Road and Great West Corridor with the new Crossrail network at Southall. This together with a new rail



### ENVIRONMENTAL DIMENSION

passenger service between Hounslow Station and Brent Cross via Old Oak Common will enable Outer London orbital rail connections to Crossrail and the new HS2 interchange on the west side of London. A full Piccadilly line service at Turnham Green will improve service to the Chiswick area, and surface level access to Heathrow Airport via the South West Trains network will improve service levels in the south and west of the borough. Bus and cycle networks will be improved with a particular focus on linking out-of-centre business locations with town centres, such as between Great West and Brentford.

2.29 The borough will continue to enjoy one of the largest amounts of open space in London. The functional Green Belt will continue to cover open space in the west of the borough up to Hounslow Heath, which is south west of Hounslow town centre. Large and valued open spaces within the borough designated as Metropolitan Open Land will be equally protected. These include Osterley Park, Chiswick House and Grounds, Duke's Meadows, Gunnersbury Park, Boston Manor Park and Syon Park. Many smaller open spaces and parks in the borough play a valuable role in providing for more informal recreation including dog walking and children's play and will continue to be protected. In addition to the recreational

# SPATIAL STRATEGY

## SUPPORTING STATEMENT TO THE VISION

open spaces, the borough also has multiple nature conservation areas. The most important of these is Kempton Waterworks (including the reservoirs), situated in the far south of the borough which is designated a Site of Special Scientific Interest, a Special Protection Area and a RAMSAR site as part of the wider South West London Waterbodies designation.

2.30 The local community will bring forward their nominations for 'community assets' and when recognised, these will be afforded additional protections in land use planning and other council strategies.

2.31 Council-owned open space in the west, including that in the Green Belt, will be enhanced in terms of access, use for recreation and quality of environmental and biodiversity. However, the visual quality and openness of the Green Belt will remain paramount. The poorer quality open spaces in the west and Cranford and Heston areas, with the higher quality spaces located in Isleworth, Brentford and Chiswick, will all be enhanced.

2.32 Planning decisions and joint strategy and action between the council and partners will protect and enhance the Blue Ribbon Network in the borough, which is part of London's strategic network of water spaces covering the River Thames, canals, tributary rivers, lakes, reservoirs and docks along with smaller waterbodies. All

of these waterways are key elements of the borough's environment and make contributions to the landscape, ecology, transportation network and local amenity of the area, including the large open spaces such as Osterley Park, Thames-side and urban Brentford.

2.33 The vision and growth strategy will be to direct growth into areas that have capacity for change, while protecting and enhancing the many great landscape, natural and built heritage assets, and the distinctive established residential characters found across the borough.

2.34 The rich and varied heritage of the borough includes many very important designated heritage assets. There are 27 conservation areas (mostly concentrated in the east of borough, in Chiswick, Brentford and Isleworth, and some 885 statutorily listed properties, both commercial and domestic. The borough also contains some of west London's remaining Great Estates at Chiswick, Gunnersbury, Boston Manor, Osterley and Syon, a unique and distinct aspect of the borough which contributes significantly to the environmental and cultural wealth of the borough. These assets have a considerable influence on the townscape of the borough, but so too do many non-designated assets, including 262 locally listed buildings of townscape character and a wide variety of other assets important to local communities. Further designations will be made as appropriate and non-

designated assets documented to the Heritage Environment Record so that their significance is properly understood and responded to in all development proposals impacting on them. Archaeological heritage will be protected and respected according to its significance.

2.35 Significant to influencing new development to take place by 2030, are the history and pattern of existing development and the distinct characteristics of the places within the borough. These have been identified in the London Borough of Hounslow Urban Context and Character Study. Some places are less sensitive to change, some more so; the design of all development will be expected to respond to cues and sensitivities identified in this resource and others to achieve a high quality of innovative and respectful development as appropriate. All new development will be constructed to London-wide sustainable construction, energy and water use and drainage standards save for three local requirements. Additional emphasis will be placed on the mitigation and avoidance of air quality and noise problems, and opportunities for carbon off-setting investment into retrofitting existing poorly performing homes and buildings will be maximised.

# SPATIAL STRATEGY

## OBJECTIVES

2.36 The eight Objectives of the Plan are derived from the Sustainable Community Strategy and earlier work on the draft Core Strategy. The objectives and corresponding Local Plan policies are set out below:

### OBJECTIVE ONE SUPPORTING OUR TOWN CENTRES

01

2.37 To maintain our town centres as a focus for the community and to attract investment, through an improved retail and service offer, new leisure and cultural facilities, and new residential quarters. Enhanced public realm and environmental improvements will also help build their identity.

Policy TC1	Town centre and neighbourhood network
Policy TC2	Ensuring the future vitality of town centres
Policy TC3	Managing the growth of retail and other main town centre uses
Policy TC4	Managing uses in town centres
Policy TC5	Managing neighbourhood centres and isolated shops

### OBJECTIVE TWO PROMOTING ECONOMIC GROWTH AND INWARD INVESTMENT

02

2.38 To encourage inward investment and facilitate job growth by maintaining the supply of employment land, allocating development sites to accommodate forecasted employment growth and supporting our existing employers to expand. To make the London Borough of Hounslow an attractive place to do business by creating an environment conducive to entrepreneurs and ensuring our residents are appropriately skilled.

Policy ED1	Promoting employment growth and development
Policy ED2	Maintaining the borough's industrial land supply
Policy ED3	Hotels and visitor accommodation
Policy ED4	Enhancing local skills

# SPATIAL STRATEGY

## OBJECTIVES

### OBJECTIVE THREE

#### DELIVERING SUSTAINABLE MIXED COMMUNITIES

03

2.39 To provide a mix of housing types and tenures to meet the needs of our growing population including affordable housing, aspirational family homes and high quality provision for the elderly to allow people to choose to live in the borough throughout their lives and create stable mixed communities.

- Policy SC1 Housing growth
- Policy SC2 Maximising the provision of affordable housing
- Policy SC3 Meeting the need for a mix of housing size and type
- Policy SC4 Scale and density of new housing development
- Policy SC5 Ensuring suitable internal and external space
- Policy SC6 Managing building conversions and sub-division of the existing housing stock
- Policy SC7 Residential extensions and alterations
- Policy SC8 Specialist and supported housing
- Policy SC9 Gypsy and Traveller and Travelling Showpeople
- Policy SC10 Housing in Multiple Occupation, hostels and bed and breakfast accommodation
- Policy SC11 Student accommodation

### OBJECTIVE FOUR

#### REINFORCING LOCAL CHARACTER AND CONTEXT

04

2.40 To recognise the varied character of the borough's districts and seek to preserve and enhance their special qualities, heritage assets and overall townscape quality and appearance. Combine this with the promotion of well-designed development that meets the needs of 21st century urban living and contributes positively to the character of an area.

- Policy CC1 Context and character
- Policy CC2 Urban design and architecture
- Policy CC3 Tall buildings
- Policy CC4 Heritage
- Policy CC5 Advertisement panels, hoardings and structures

# SPATIAL STRATEGY

## OBJECTIVES

### OBJECTIVE FIVE

#### MAXIMISING THE BENEFITS OF OUR GREEN AND BLUE INFRASTRUCTURE

05

2.41 To protect, maintain and improve the openness, access, amenity, biodiversity, and recreational value of the borough's green and blue spaces to maximise their health and wellbeing benefits to our communities. To enhance existing green infrastructure links and create new ones to connect green and blue spaces and facilitate better access for local residents and contribute to biodiversity and wider environmental resilience.

- Policy GB 1 Green Belt and Metropolitan Open Land
- Policy GB 2 Open space
- Policy GB 3 Open space in education use
- Policy GB 4 The Green Infrastructure Network
- Policy GB 5 Blue Ribbon Network
- Policy GB 6 Residential moorings
- Policy GB 7 Biodiversity
- Policy GB 8 Allotments, agriculture and local food growing
- Policy GB 9 Play space, outdoor sports facilities and burial space

### OBJECTIVE SIX

#### DELIVERING COMMUNITY INFRASTRUCTURE

06

2.42 To ensure the delivery of appropriate infrastructure providing a range of community, education, health, cultural, sport and entertainment facilities that will support the borough's growing community and which are seen as a positive reason for visiting, living in and working in the borough.

- Policy C11 Providing and protecting community facilities
- Policy C12 Education and school places
- Policy C13 Health facilities and healthy places
- Policy C14 Culture and leisure facilities
- Policy C15 Places of worship

# SPATIAL STRATEGY

## OBJECTIVES

### OBJECTIVE SEVEN

#### ENSURING ENVIRONMENTAL QUALITY

07

2.43 To protect from, mitigate and seek to reduce the detrimental effects of noise, poor air quality and general environmental pollution through strong environmental standards. To promote the mitigation of, and adaptation to, climate change through requirements for sustainable design and construction; reduced carbon emissions; the management of flood risk; and conservation of resources.

Policy EQ1	Energy and carbon reduction
Policy EQ2	Sustainable design and construction
Policy EQ3	Flood risk and surface water management
Policy EQ4	Air quality
Policy EQ5	Noise
Policy EQ6	Lighting
Policy EQ7	Sustainable waste management
Policy EQ8	Contamination
Policy EQ9	Hazardous substances
Policy EQ10	Minerals

### OBJECTIVE EIGHT

#### ENHANCING CONNECTIVITY

08

2.44 To promote ease of movement for all through enhancing public transport, cycling and walking measures to provide genuine alternatives to private vehicles for the majority of journeys. To improve the provision of telecommunications infrastructure to increase the attractiveness of the borough to business, and reduce the need for commuting.

Policy EC1	Strategic transport connections
Policy EC2	Developing a sustainable local transport network
Policy EC3	Heathrow Airport
Policy EC4	Telecommunications

# SPATIAL STRATEGY

## SPATIAL STRATEGY KEY DIAGRAM

2.45 The Key Diagram shows the spatial development strategy for Hounslow to 2030. It identifies Hounslow and Brentford as the areas of significant growth, investment and regeneration during the Local Plan period. It also highlights two areas of the borough with significant potential for additional future growth in the form of the Heathrow Opportunity Area and the emerging Great West Corridor Opportunity Area.

### ECONOMIC DIMENSION

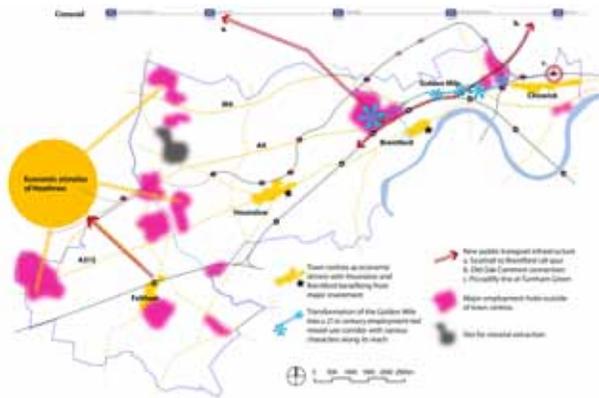


Figure 1: Economic dimension diagram

### SOCIAL DIMENSION

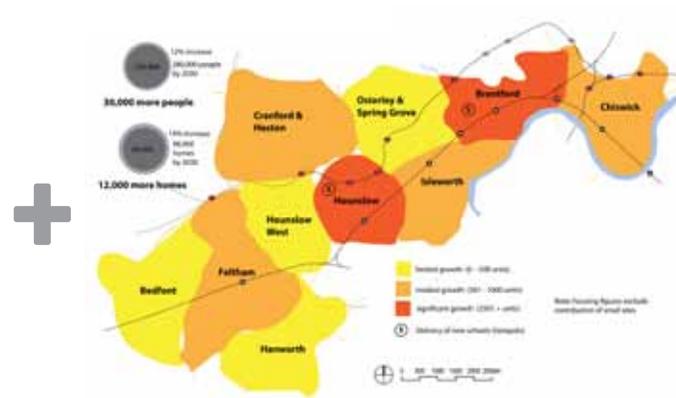


Figure 2: Social dimension diagram

### ENVIRONMENTAL DIMENSION



Figure 3: Environmental dimension diagram

# SPATIAL STRATEGY

## SPATIAL STRATEGY KEY DIAGRAM

### KEY DIAGRAM

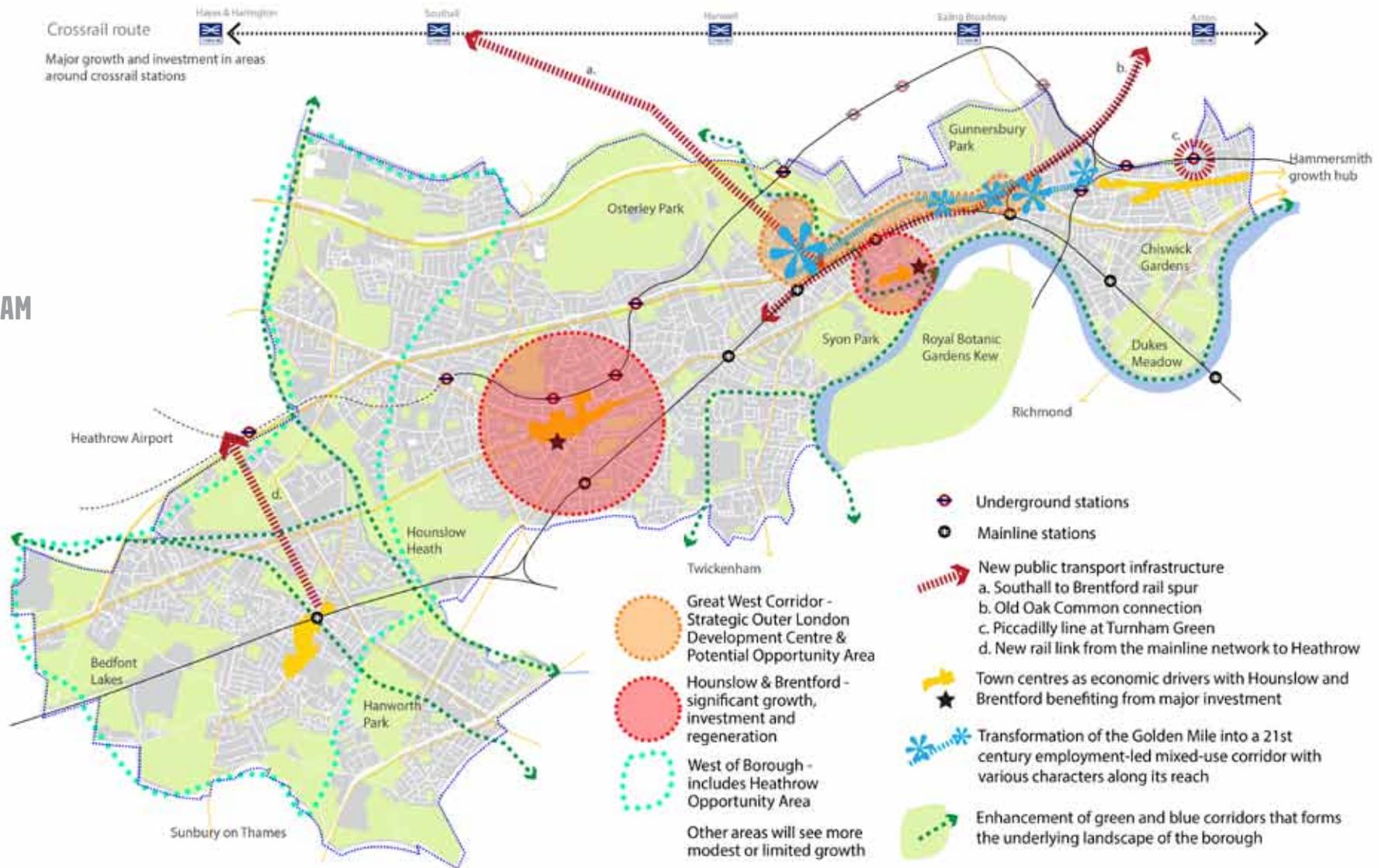


Figure 4: Key diagram

# SPATIAL STRATEGY

## SPATIAL STRATEGY FOR TEN DISTRICTS

2.46 The ten districts equate to the ten study areas established for the London Borough of Hounslow Urban Context and Character Study (2014), an important part of the evidence base for the Local Plan.



# SPATIAL STRATEGY

## SPATIAL STRATEGY FOR TEN DISTRICTS

THE TEN DISTRICTS OF THE BOROUGH

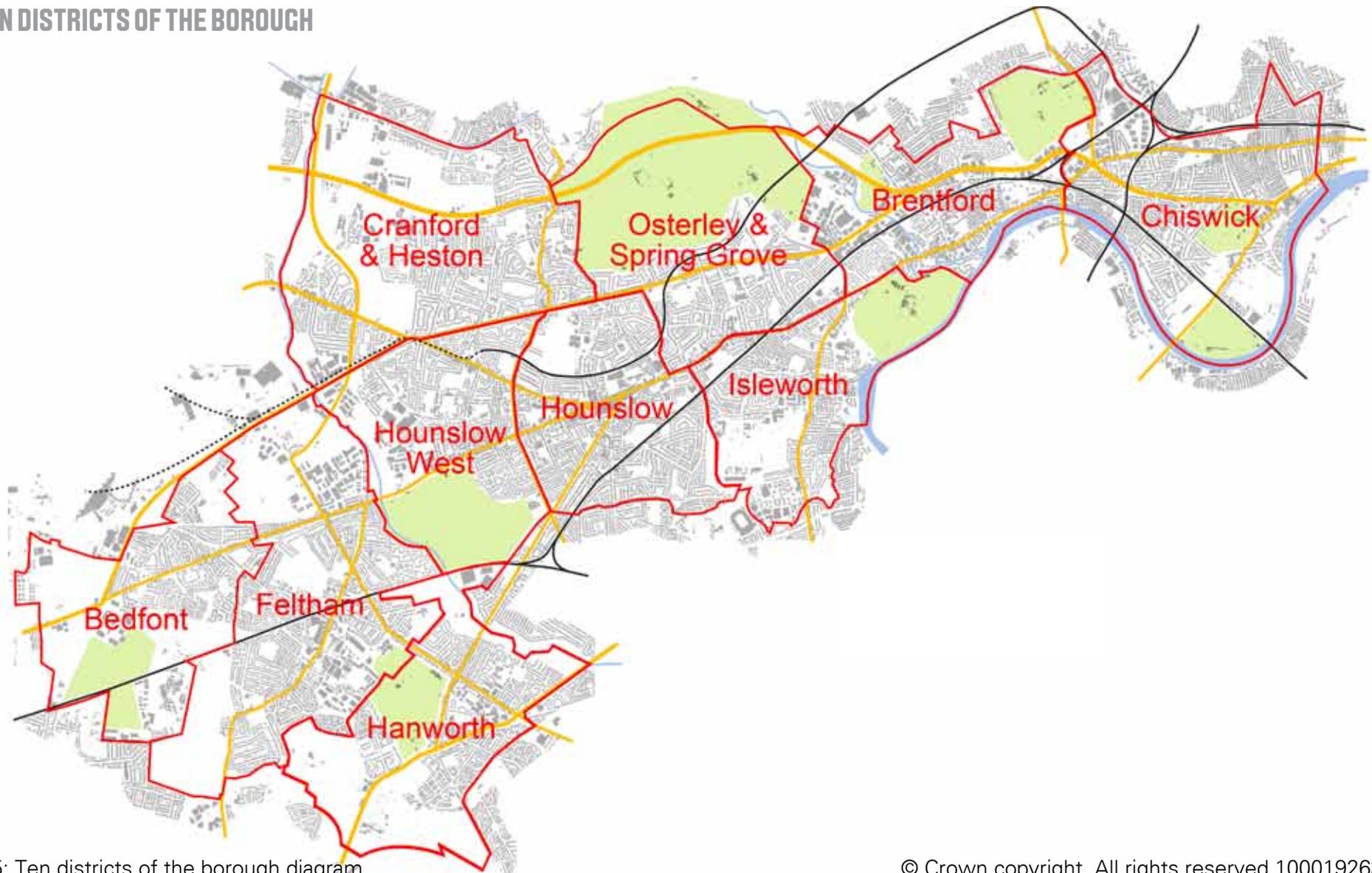


Figure 5: Ten districts of the borough diagram

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# SPATIAL STRATEGY

## CHISWICK

### OUR APPROACH

2.47 Chiswick will benefit from modest levels of growth over the next 15 years which will deliver much needed housing and jobs. This investment will help deliver local infrastructure improvements, including improvements to Turnham Green, to Dukes Meadows and reducing the barrier created by the A4 and the North Circular Road.

2.48 Chiswick will continue to be a much-loved neighbourhood characterised by its low-rise, compact grid pattern nestled along the River Thames, well-known for its heritage assets such as Hogarth House and Chiswick House and leafy streets, riverfront walks, collection of pubs and its thriving High Road. Development proposals will be expected to respect and respond to this established character in a sensitive, thoughtful, yet contemporary manner.

### WE WILL ACHIEVE THIS BY

2.49 We will achieve this by

1. Encouraging redevelopment of the allocated sites including: 500 Chiswick High Road, Empire House, Wheatstone House and Hogarth Business Park;
2. Transforming the area north of Chiswick roundabout - the beginning of the Golden Mile - and connecting this growth with Chiswick Business Park (CBP) and Power Road business area;
3. Preserving and enhancing the High Road through:
  - Recognising and responding to its historic, well established character of 3 to 4 storey mixed use buildings and promoting sensitive infill development;
  - Wider public realm improvements including careful maintenance of the mature plane trees that line the high road; and
  - Supporting the diverse mix of local independent shops and businesses;
4. Harnessing the full economic stimulus of and linkages to CBP westwards towards the Power Road business area, Brentford and the Golden Mile - providing places to do business and soft networking;

5. Securing improved public transport provision including: more frequent Piccadilly line stops at Turnham Green; improved capacity and access at Gunnersbury Station so that it can handle commuter traffic from CBP; new rail link from Hounslow to Willesden Junction via the proposed west London transport interchange at Old Oak Common (links to Crossrail and High Speed 2);
6. Protecting and enhancing the much-loved low to medium-rise Victorian and Edwardian townscape of two to three storey terraced housing and promoting this type as a cue for future developments;
7. Reducing the north-south pedestrian barrier of the A4 through streetscape improvements and other traffic calming/highway design measures;
8. Preserving and enhancing the semi-open landscape in the south for the wide variety of sports and leisure activities that take place;
9. Promoting the area's connection with and to the River Thames by protecting and enhancing river-related facilities, improving legibility, accessibility, continuity and quality of the Thames Path.



# SPATIAL STRATEGY

## CHISWICK

### WHAT THIS WILL LOOK LIKE

- Retail
- Community
- Employment
- Residential
- Green open space
- Rivers & waterbodies
- Heritage asset
- Allocated site
- Road
- Railway
- Pedestrian route
- Green route
- Thames Path
- New rail link
- New/improved station
- View

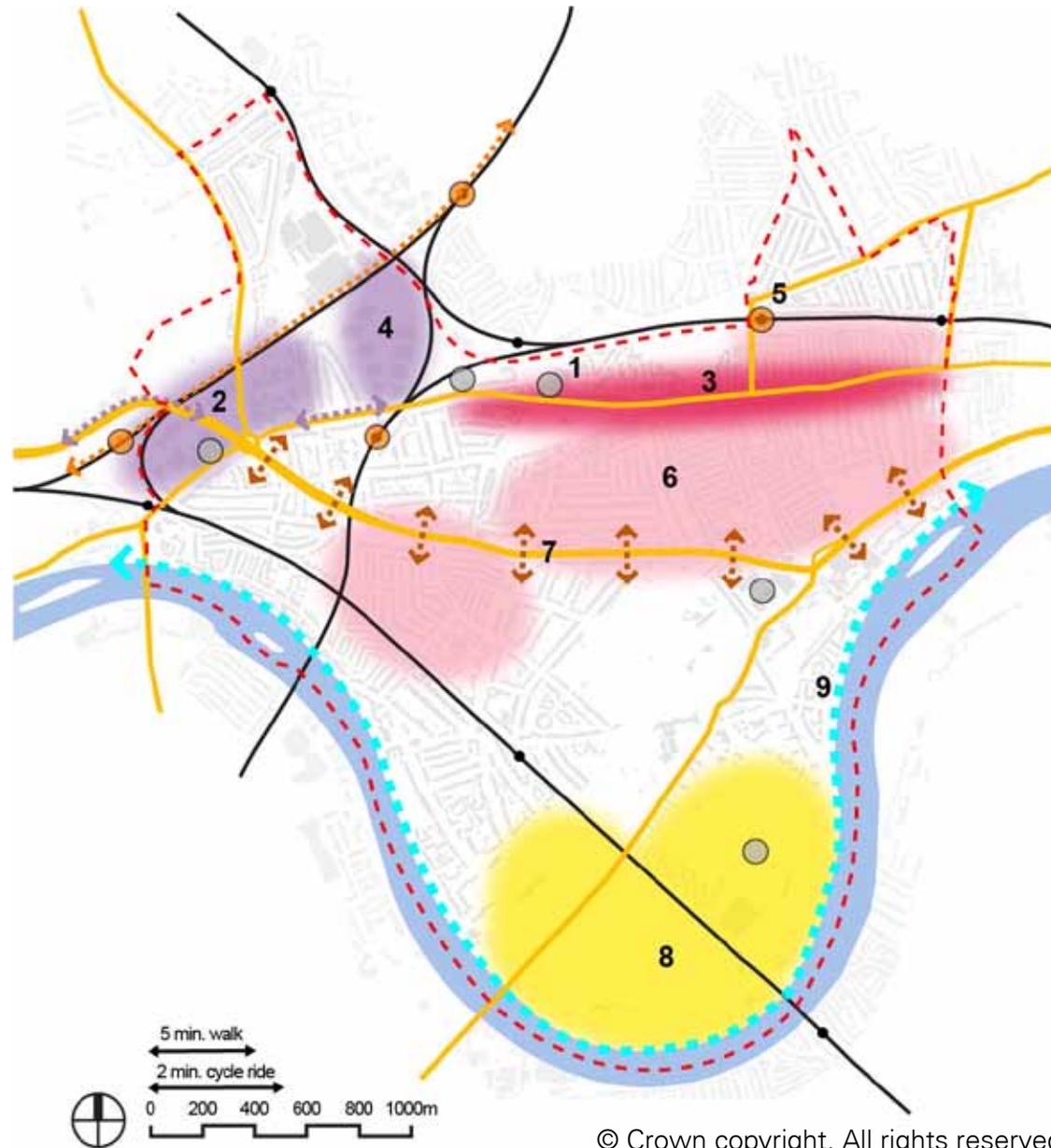


Figure 6: Chiswick spatial diagram

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# SPATIAL STRATEGY

## BRENTFORD

### OUR APPROACH

2.50 As one of the districts of the borough that provides the most opportunity for change, Brentford will benefit from high levels of regeneration and growth over the next 15 years, which will deliver much needed housing and jobs, as well as improved infrastructure, retail and leisure. This investment will focus on the Golden Mile section of the A4 Great West Road, Brentford town centre and the land south of the High Street and north of the confluence of the Rivers Brent and Thames.

2.51 Brentford, though lacking cohesion and subject to high levels of traffic, traffic and aircraft noise and air pollution, has a unique and varied townscape with distinctive built and natural environments that are significant to its identity and sense of place. These include waterways and waterside environments, historic buildings, the Golden Mile, and a large number of cultural and recreational assets. Development proposals will be expected to respond to the negative issues and respect and enhance the established character.



### WE WILL ACHIEVE THIS BY

2.52 We will achieve this by

1. Encouraging redevelopment of the allocated sites including: B SkyB, Gillette, Reynard Mills and Brentford Waterside;
2. Regenerating Brentford town centre as a vibrant District Centre that celebrates the town's heritage and waterside location, through:
  - Maximising the centre's vitality and viability by promoting an increase in town centre floor-space appropriate in scale for a District Centre;
  - Reconnecting the High Street with the centre's wealth of historical assets which have been undervalued and neglected for many years and a canal side environment which is unique in character, enjoyable and diverse in the variety of uses it provides;
  - Supporting the new retail with a mix of leisure, entertainment and cultural uses which promote greater use of the canal side, primarily on the Brentford Waterside site to the south of Brentford High Street;
  - Securing the future of the Waterman's Arts Centre including promoting its potential relocation to Brentford town centre;
  - Ensuring provision of short-term shopper car parking within the town centre;
  - Promoting improvements to the High Street to improve the environment for pedestrians and to ease north-south movement; and
  - Identifying a site for the creation of a new market square in front of the old Magistrates Court on Brentford High Street.

3. Promoting the Golden Mile as a strategic employment area by supporting the expansion of existing employers, seeking to deliver a fundamental change in the accessibility of the area by public transport, improving the visual environment including a reduction in advertisement clutter and retaining the commercial character of the roadside, as well as improving the connections to Brentford town centre;
4. Promoting the provision of major public transport improvements for the Great West Road and Brentford as a whole, including new rail links to the Crossrail line at Southall and from Hounslow station to Willesden Junction via the proposed west London transport interchange at Old Oak Common (links to Crossrail and High Speed 2);
5. Placemaking and connecting the Golden Mile with development in the areas north and west of Chiswick roundabout and with Chiswick Business Park;
6. Supporting the relocation of Brentford Football Club to a site on Lionel Road South;
7. Supporting Brentford's distinctive role for the provision of waterside industries and support facilities, and reconnecting the area with its unique waterside location;
8. Securing the restoration and regeneration of Gunnersbury Park and Mansions, and Boston Manor House and Grounds; and
9. Targeting the social, economic and environmental improvements to the Haverfield, Brentford Towers and Syon estates as areas with high levels of deprivation (identified Areas of Regeneration).

# SPATIAL STRATEGY

## BRENTFORD

### WHAT THIS WILL LOOK LIKE

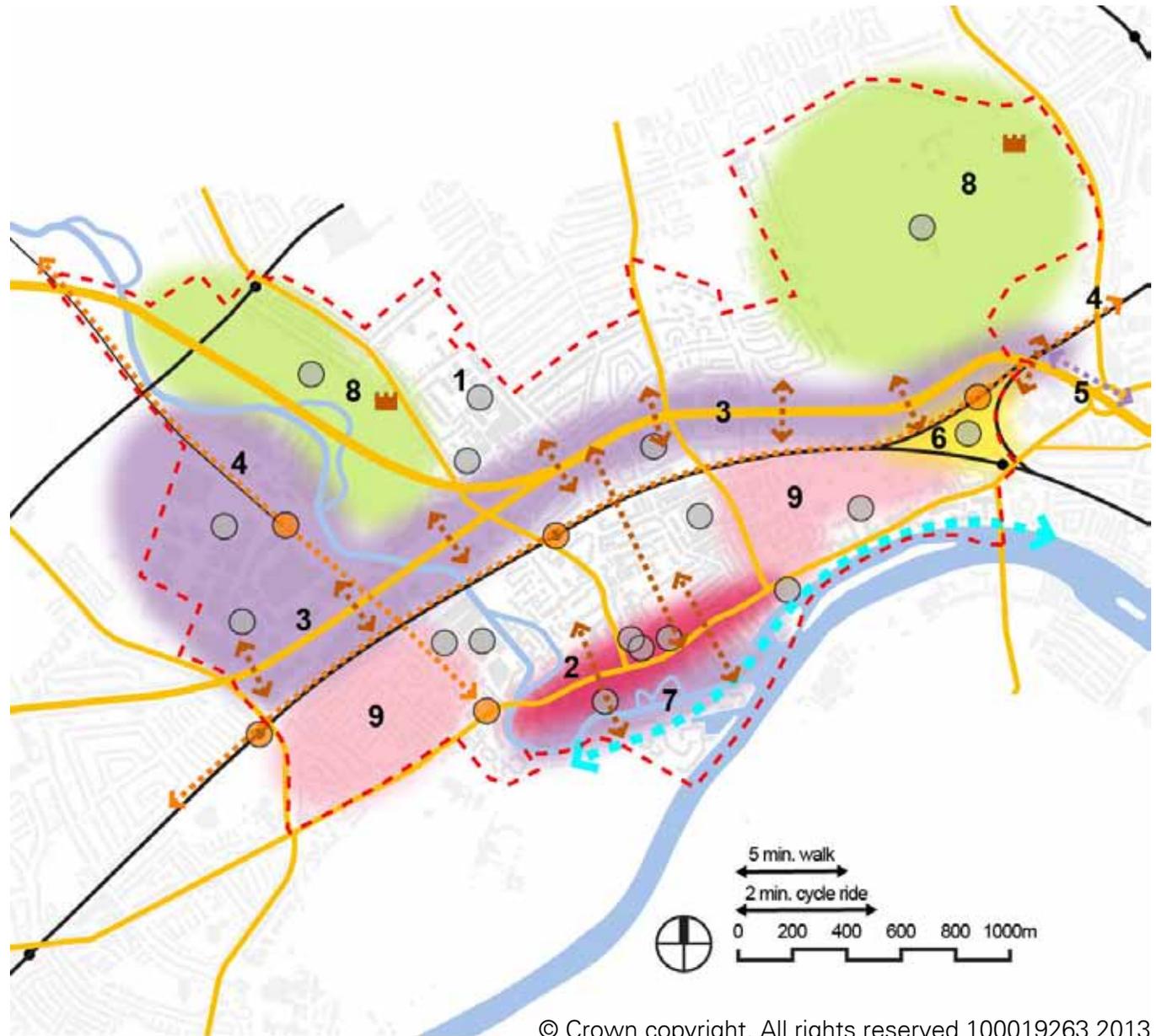


Figure 7: Brentford spatial strategy diagram

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# SPATIAL STRATEGY

## OSTERLEY AND SPRING GROVE

### OUR APPROACH

2.53 Aside from Osterley Park, the district is predominantly residential in land use and can be subdivided into the largely homogeneous Osterley to the north and the more diverse Spring Grove to the south.

2.54 The area will continue to be residential in character and the planning approach will focus on infill and peripheral development which respects the heritage assets and the green and blue infrastructure found there.

### WE WILL ACHIEVE THIS BY

2.55 We will achieve this by

1. Encouraging redevelopment of the allocated sites including: land southwest of Gillette Corner and 632-652 London Road;
2. Promoting sensitive infill and peripheral development which provides a positive contribution to the townscape and its 19th century core;
3. Protecting existing local shopping provision on Thornbury Road;
4. Promoting Osterley House and Park as key heritage and green assets;
5. Protecting views to Osterley Park and from within and across existing areas of Metropolitan Open Land;

6. Securing improved public transport provision through a new rail link from Hounslow station to Willesden Junction via the proposed west London transport interchange at Old Oak Common (links to Crossrail and High Speed 2);
7. Promoting pedestrian and cycle links between the River Thames at Isleworth and Osterley Park via the district's historic core; and
8. Allocating a site for the provision of a new Special Education Needs school on the existing open space off Gresham Road.



# SPATIAL STRATEGY

## OSTERLEY AND SPRING GROVE

WHAT THIS WILL LOOK LIKE

- Retail
- Community
- Employment
- Residential
- Green open space
- Rivers & waterbodies
- Heritage asset
- Allocated site
- Road
- Railway
- Pedestrian route
- Green route
- Thames Path
- New rail link
- New/improved station
- View

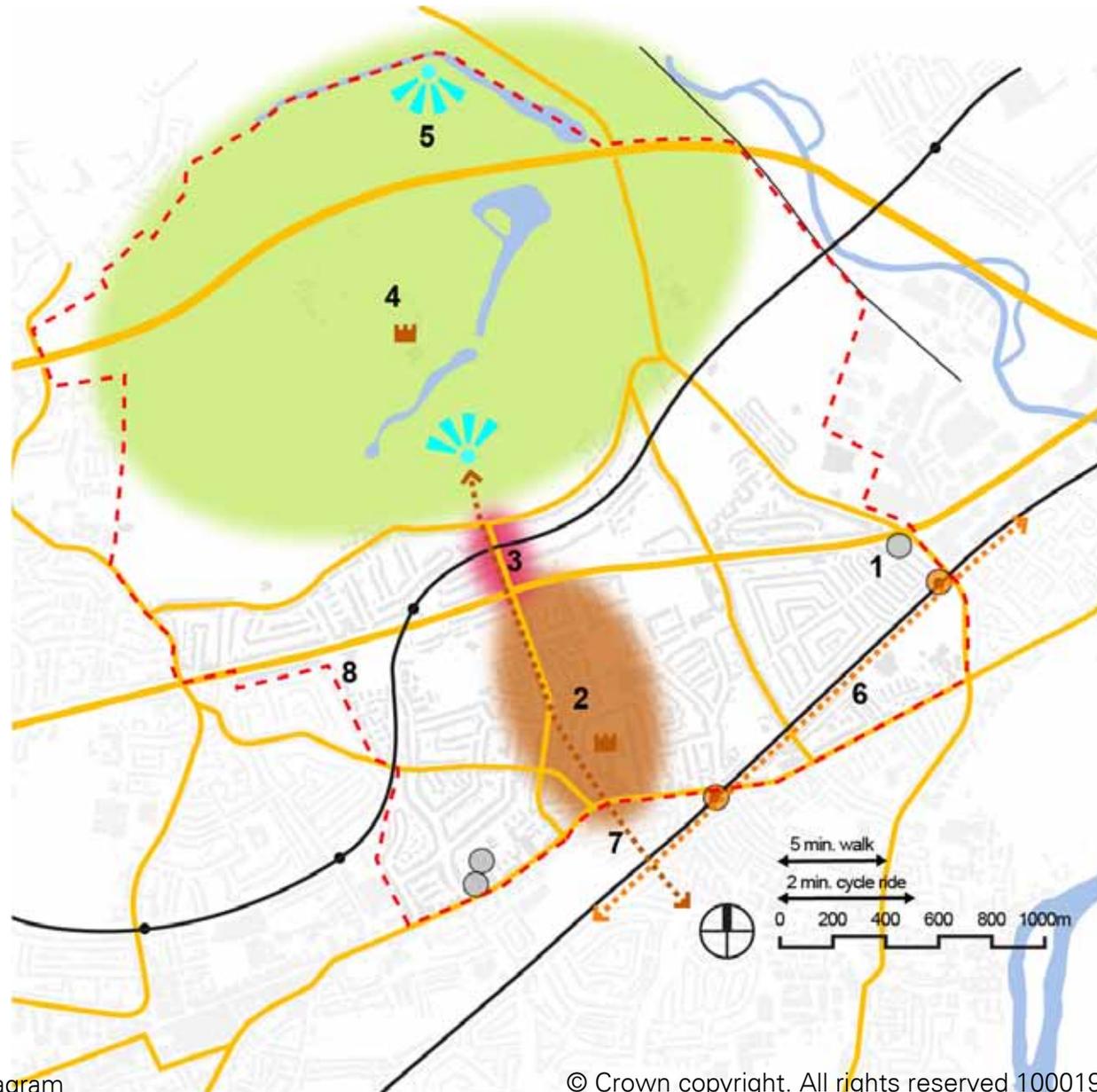


Figure 8: Osterley & Spring Grove spatial strategy diagram

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# SPATIAL STRATEGY

## ISLEWORTH

### OUR APPROACH

2.56 Isleworth derives much of its special character from its relationship with the River Thames, a major influence on its settlement pattern. The area has undergone significant growth in the past 100 years, with interwar and postwar housing estates filling in any remaining gaps in the townscape.

2.57 There is little room for new development and this is reflected in the planning approach which focuses on safeguarding and promoting the established character.

### WE WILL ACHIEVE THIS BY

2.58 We will achieve this by

1. Encouraging redevelopment of the allocated sites including: Nazareth/Isleworth House, Europa House and John Bush House/Telephone Exchange;
2. Maintaining and improving the riverside village character through preserving and protecting the varied townscape;
3. Utilising any opportunities to improve pedestrian access to and along the Duke of Northumberland's River and River Crane, whilst improving the riverside habitats for the diverse wildlife that exists;
4. Safeguarding Mogden Sewage Works and working with Thames Water to address and mitigate the environmental impacts on neighbouring residents;
5. Promoting and supporting enterprise and commerce on South Street to ensure a vibrant and prosperous local centre for the area;
6. Targeting social, economic and environmental improvements to the Ivybridge and Worton estates as areas with high levels of deprivation (Identified Areas of Regeneration); and
7. Promoting the area's connection with and to the River Thames by protecting and enhancing river-related facilities, improving the Thames Path and safeguarding Isleworth Ait and views to this important local nature reserve.



# SPATIAL STRATEGY

## ISLEWORTH

### WHAT THIS WILL LOOK LIKE

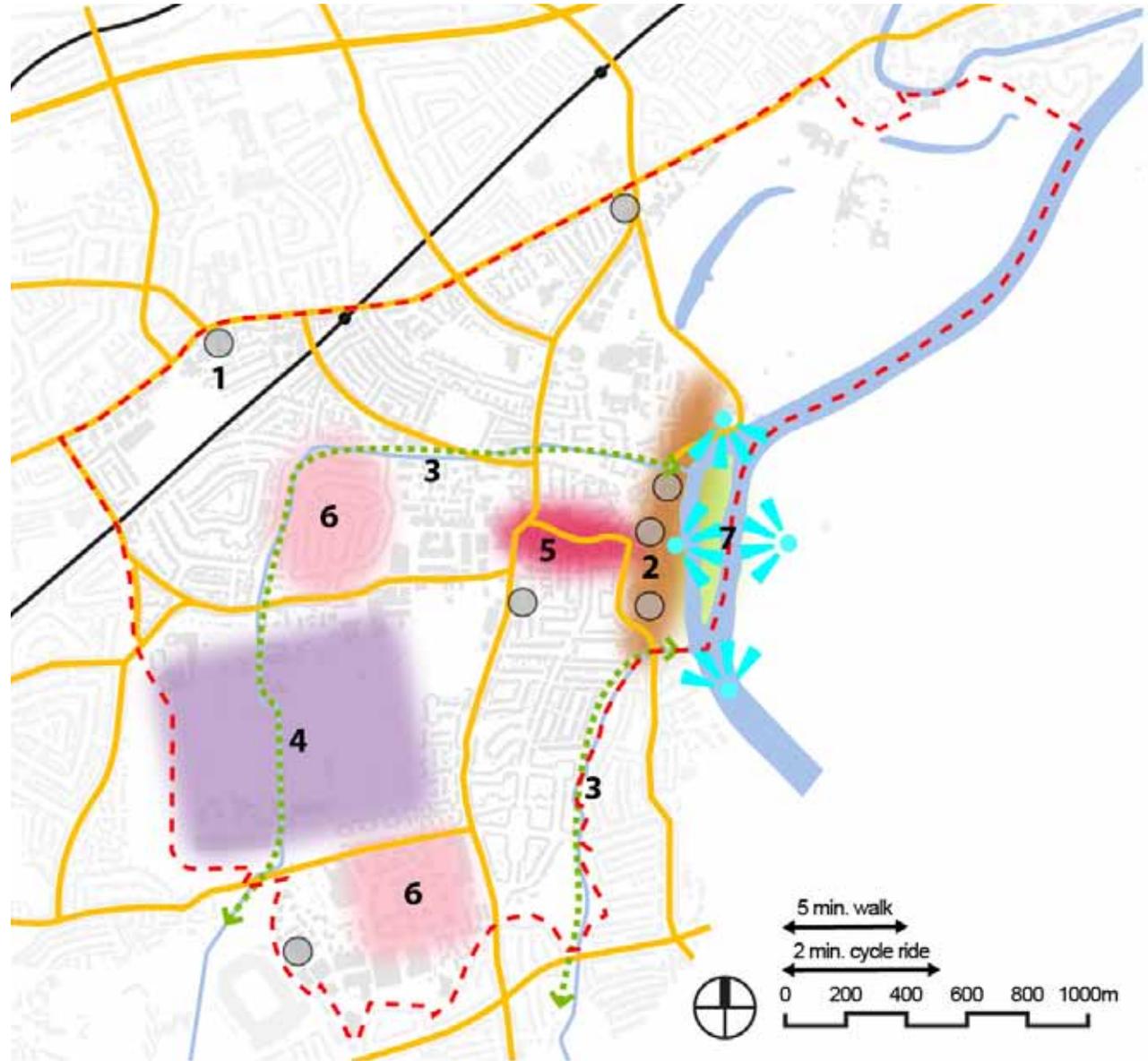


Figure 9: Isleworth spatial strategy diagram

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# SPATIAL STRATEGY

## HOUNSLOW

### OUR APPROACH

2.59 Over the next 15 years the Central Hounslow district will benefit from significant growth, predominantly on brownfield sites in and around the High Street. This growth will be supported by a coordinated regeneration program of massive public and private sector investment, which will help to transform the high street into a prosperous 24 hour town centre community.

2.60 The high street will recapture its civic role with the relocation of Hounslow Council offices which will help strengthen it as a place to do business, network, meet friends, shop and live, supported by a transformed public realm and new cultural and leisure attractions.

2.61 Concentrating uses and growth will create a compact, prosperous and contained centre, highly accessible by public transport and improving the quality of pedestrian routes to and from Hounslow Central and Hounslow East underground stations.

### WE WILL ACHIEVE THIS BY

2.62 We will achieve this by

1. Encouraging redevelopment of the allocated sites including: High Street Quarter, Civic Centre, Bus Garage and London Road North and South;
2. Delivering the vision set out in the Hounslow Town Centre Masterplan to create 'A cosmopolitan 24 hour town centre community... offering an exciting cultural experience that cannot be found elsewhere in west London', securing the future of Hounslow town centre as a Metropolitan Centre. The town centre will:
  - be economically prosperous with a significant increase in retail floorspace and business premises and a diversification of land uses creating new jobs;
  - be a shopping, cultural and leisure destination in outer west London;
  - once again have a significant civic role with the building of a new council civic centre;
  - have a transformed and upgraded public realm with new multipurpose public spaces for cultural events and social gatherings; and
  - be easily accessible by bike and foot by the improvement of routes from and to Hounslow Central and Hounslow East stations and surrounding streets.

3. Delivering over 3,000 new homes over the plan period that offer contemporary town centre living in a range of house types and tenures;
4. Redeveloping the Civic Centre site in a way which supports the surrounding low-rise, residential character of the area and complements the park landscape;
5. Conserving and enhancing the St Stephen's Road conservation area, and exploring the suitability of the Inwood Road area and surrounds for conservation area status;
6. Enhancing the compact, lower-rise, family housing character of surrounding residential communities that lie to the north and south of the high street; and
7. Creating new open spaces where possible and improving and connecting existing spaces to address local deficiency and accessibility issues.



# SPATIAL STRATEGY

## HOUNSLOW

### WHAT THIS WILL LOOK LIKE

- Retail
- Community
- Employment
- Residential
- Green open space
- Rivers & waterbodies
- Heritage asset
- Allocated site
- Road
- Railway
- Pedestrian route
- Green route
- Thames Path
- New rail link
- New/improved station
- View

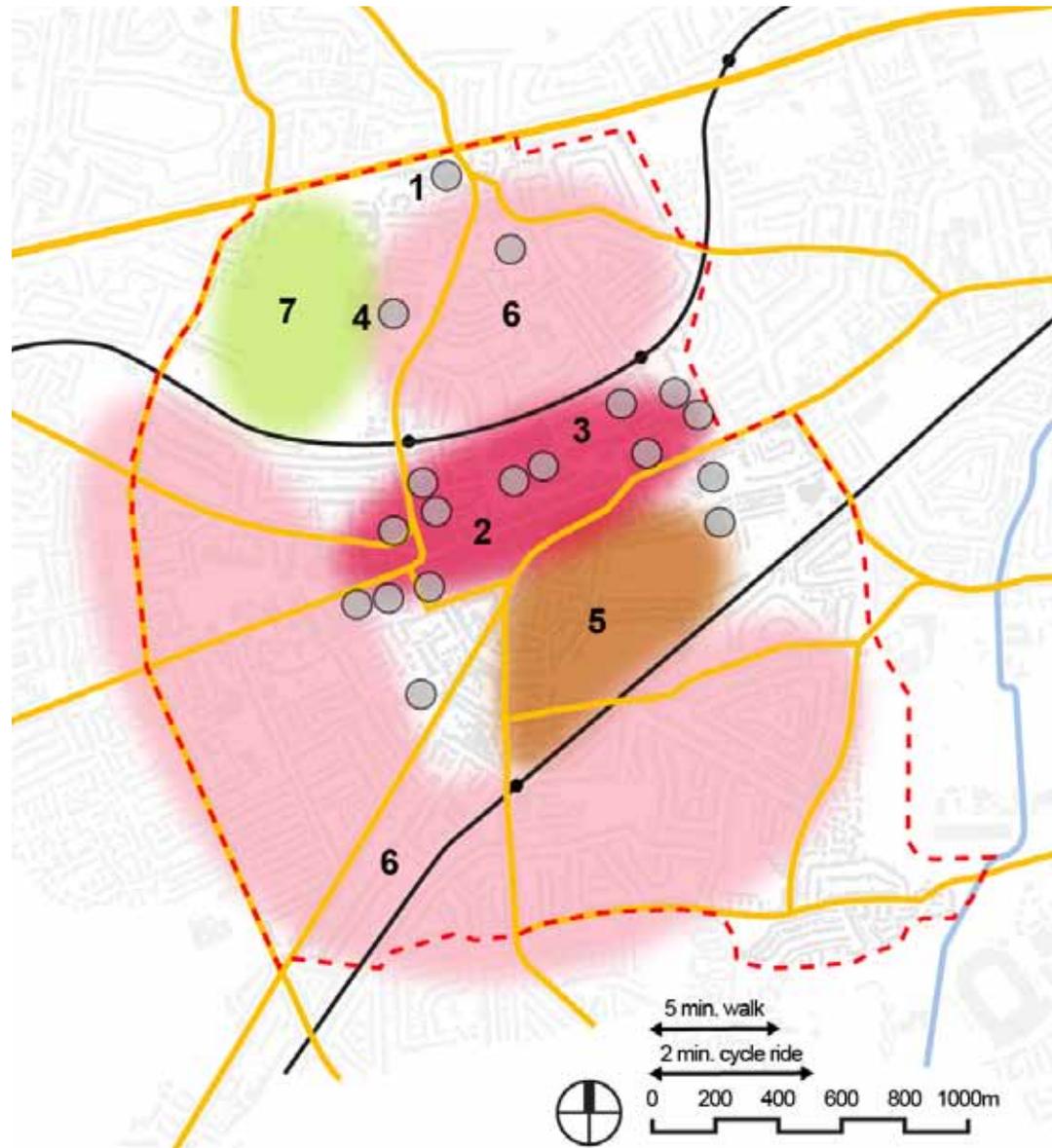


Figure 10: Hounslow spatial strategy diagram

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# SPATIAL STRATEGY

## HOUNSLOW WEST

### OUR APPROACH

2.63 The distinction between the districts of Hounslow and Hounslow West is subtle, though the cluster of restaurants, shops and cafes in and around Hounslow West tube station has a distinct character which differs from the busier and more built-up Hounslow town centre to the east.

2.64 Development should build upon the subtleties of character, the heritage assets and the green and blue infrastructure found in the district.

### WE WILL ACHIEVE THIS BY

2.65 We will achieve this by

1. Encouraging redevelopment of the allocated sites including: Cavalry Barracks, Hounslow West Station and Bombardier Aerospace;
2. Protecting the vibrant collection of shops, restaurants and cafes along Bath Road;
3. Promoting the greater utilisation of land surrounding Hounslow West Station;

4. Continuing to protect the special architectural and historic buildings at Hounslow Barracks;
5. Targeting social, economic and environmental improvements to the identified Areas for Regeneration with high levels of deprivation; and
6. Opening up access to and along the River Crane particularly from Hounslow Heath.



# SPATIAL STRATEGY

## HOUNSLOW WEST

WHAT THIS WILL LOOK LIKE



Figure 11: Hounslow West spatial strategy diagram

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# SPATIAL STRATEGY

## CRANFORD AND HESTON

### OUR APPROACH

2.66 Once two separate villages, Cranford and Heston are today merged together, with swathes of inter-war and post-war housing dissected by busy highways. The denser historic cores of Heston Lane and Cranford High Street/Bath Road provide a mix of retail, business and civic uses.

2.67 Cranford and Heston will continue to be a residential district that will see small infill development. New development should militate against noise impacts arising from the close proximity to Heathrow Airport.

### WE WILL ACHIEVE THIS BY

2.68 We will achieve this by

1. Encouraging redevelopment of the allocated sites including: Rectory Farm, Heston Leisure Centre and The Hartlands;
2. Continuing the protection of local shopping centres including Heston shopping centre and Bath Road in Cranford;
3. Promoting the improvement and expansion of the existing Gypsy and Travellers site at Hartlands;
4. Safeguarding Rectory Farm as a potential mineral extraction site;
5. Safeguarding part of the Western International Market site for a waste facility;
6. Supporting the redevelopment of Heston Leisure Centre and Heston Health Centre;
7. Targeting social, economic and environmental improvements to the identified Areas for Regeneration with high levels of deprivation;
8. Opening up access to and along the River Crane; and
9. Protecting the extensive open landscape of the Green Belt whilst encouraging leisure and agricultural uses which complement this landscape.



# SPATIAL STRATEGY

## CRANFORD AND HESTON

### WHAT THIS WILL LOOK LIKE



Figure 12: Cranford and Heston spatial strategy diagram

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# SPATIAL STRATEGY

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## BEDFONT

### OUR APPROACH

2.69 Bedfont is predominantly residential though there are large areas devoted to employment uses such as trading estates, utilities and a business park. There are very large areas of open space, much of it natural or semi-natural, reflecting the district's Greater London fringe location. Bedfont merges almost imperceptibly with Feltham to the east, to which it relates as a suburb.

2.70 Development will focus on respecting and enhancing the established character. There are no development site allocations in Bedfont.

### WE WILL ACHIEVE THIS BY

2.71 We will achieve this by

1. Protecting the extensive open landscape of the Green Belt whilst encouraging leisure and agricultural uses which complement this landscape;
2. Opening up access to and along the two artificial rivers (Longford and Duke of Northumberland's); and
3. Exploring options for improving public transport, particularly with regard to employment and leisure sites at the western fringe, e.g. at Bedfont Lakes.



# SPATIAL STRATEGY

## BEDFONT

WHAT THIS WILL LOOK LIKE

- |   |                      |   |                      |
|---|----------------------|---|----------------------|
|    | Retail               |    | Road                 |
|    | Community            |    | Railway              |
|    | Employment           |    | Pedestrian route     |
|    | Residential          |    | Green route          |
|    | Green open space     |    | Thames Path          |
|   | Rivers & waterbodies |    | New rail link        |
|  | Heritage asset       |  | New/improved station |
|  | Allocated site       |  | View                 |

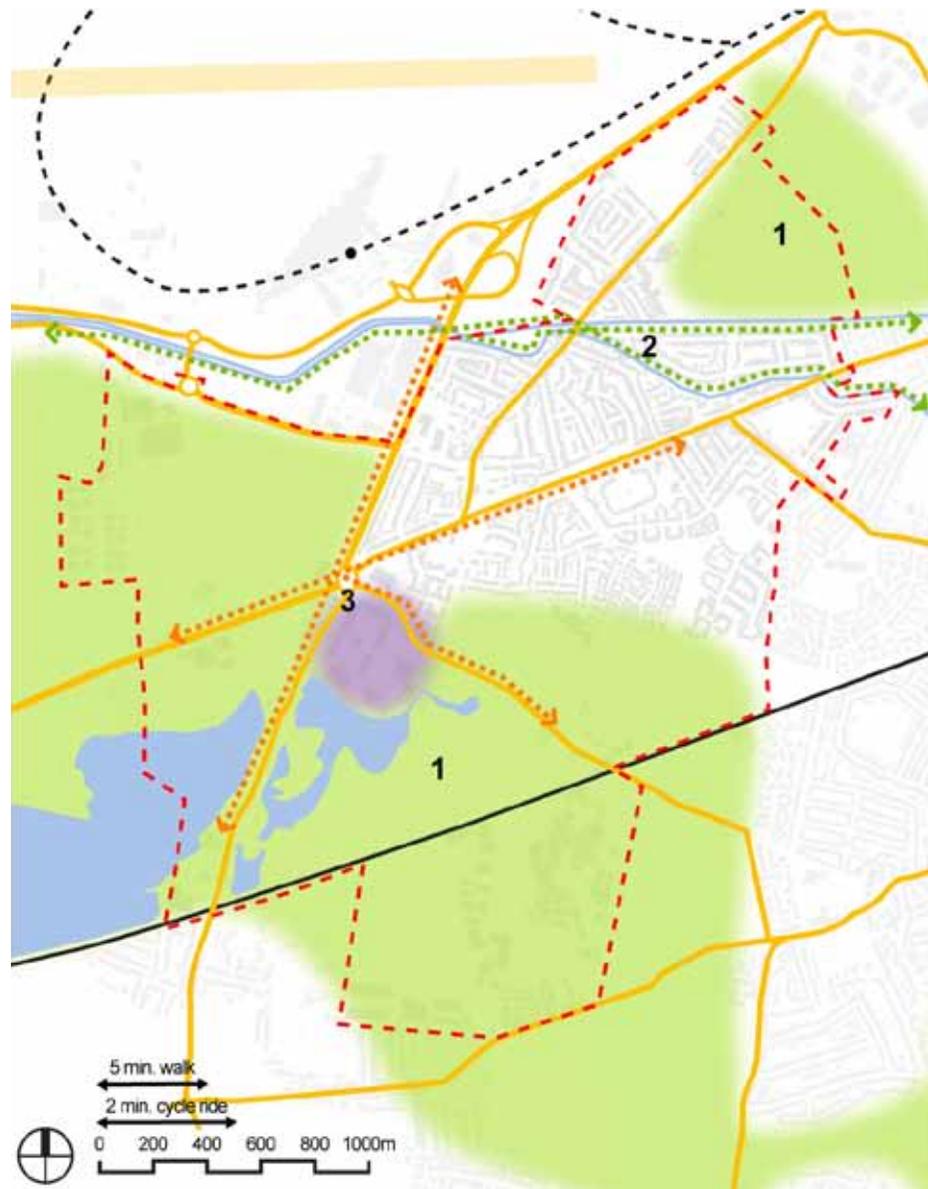


Figure 13: Bedfont spatial strategy diagram

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# SPATIAL STRATEGY

## FELTHAM

### OUR APPROACH

2.72 Feltham is a powerful regional magnet for employment, retail and leisure and continues to be a major focus for regeneration both in the borough and in Greater London as a whole. Feltham town centre, which continues to perform strongly, will see modest retail growth, building on and adding to its existing character, particularly on peripheral sites where more scope exists for redevelopment. The North Feltham Trading Estate will continue to be protected as a designated Strategic Industrial Location.

2.73 Feltham is predominantly low-rise residential in character, with large areas devoted to employment uses, and is one of the greenest areas in Greater London, with three rivers, access to Hounslow Heath, a lake-dotted country park to the west, and many large recreation spaces. However it has many of the social and environmental issues typical of towns that developed in the post-war era. Additionally, despite being part of the Heathrow Opportunity Area, growth will be constrained by, for example, large areas of green belt, and the airport public safety zone and noise levels. Development proposals will be expected to respond to the negative issues and respect and enhance the established character.

### WE WILL ACHIEVE THIS BY

2.74 We will achieve this by

1. Encouraging redevelopment of the allocated sites including: New Forest Road, Feltham Arenas and Feltham Ex-Servicemen's Club;
2. Building on the current success of Feltham town centre by exploring opportunities to intensify uses on sites surrounding the town centre in accordance with the principles of the Heathrow Opportunity Area, through:
  - Retaining the existing level of retail floorspace within Feltham town centre and promoting the introduction of new restaurant uses to increase evening town centre activity;
  - Preparing an a focused review of the Local Plan for this area to promote the redevelopment or refurbishment of buildings or sites near to the town centre to include a mix of residential and leisure uses, and improve transport access into the town centre; and
  - Maximising and improving links to the town centre's environmental assets such as the Longford River and Feltham Green;

3. Continuing the protection of industrial land, including the North Feltham Trading Estate, much of which contains Heathrow Airport-related business operations;
4. Improving links to Hounslow Heath and opening up access to and along the River Crane and Duke of Northumberland's River;
5. Enhancing the existing sports and recreation provision on Feltham Arenas together with wider environmental improvements;
6. Exploring options for improving access and movement across the railway which currently acts as a pinch point into the town centre; and
7. Protecting the extensive open landscape of the Green Belt whilst encouraging leisure and agricultural uses which complement this landscape.



# SPATIAL STRATEGY

## FELTHAM

### WHAT THIS WILL LOOK LIKE

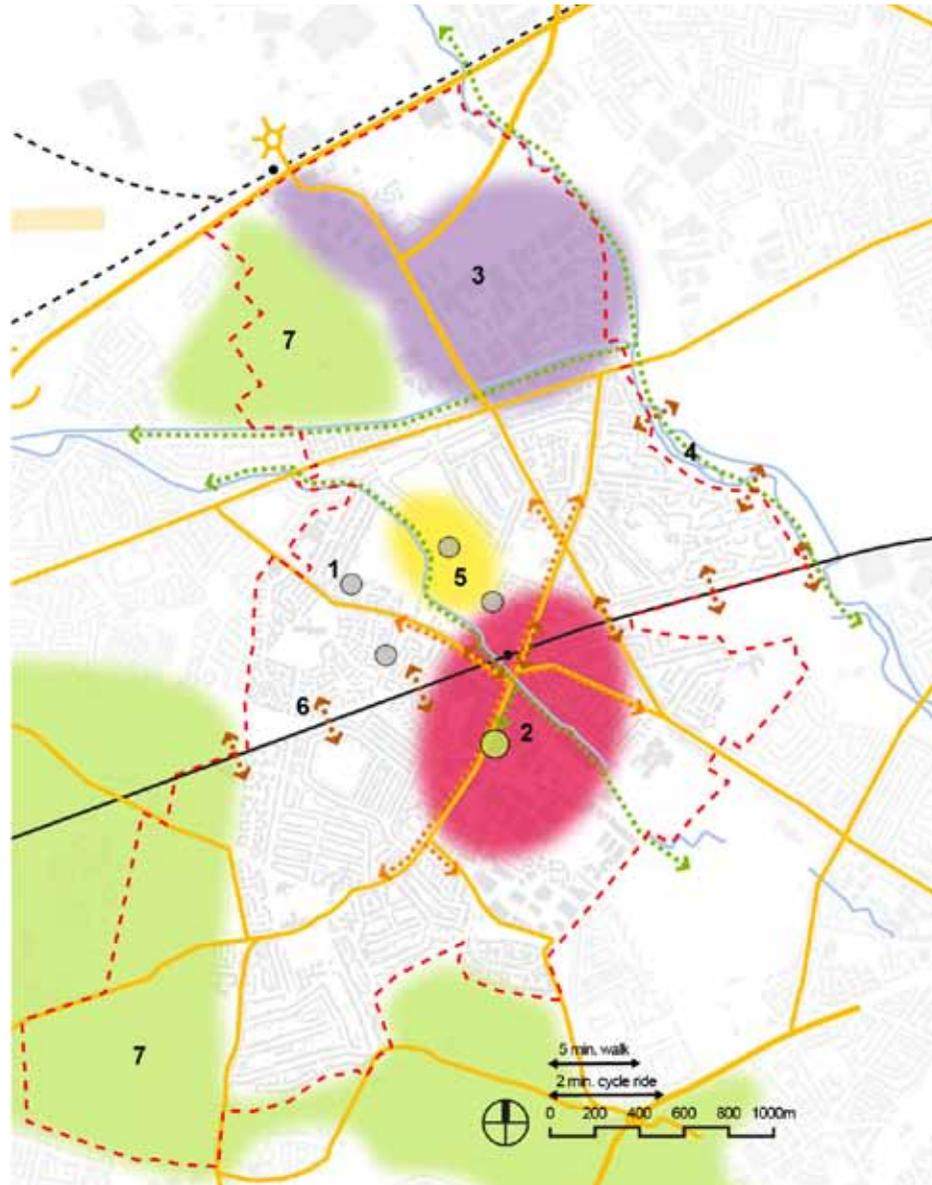


Figure 14: Feltham spatial strategy diagram

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# SPATIAL STRATEGY

## HANWORTH

### OUR APPROACH

2.75 Hanworth is predominantly residential though there are large areas devoted to employment uses in the form of trading estates and utilities both centrally and on the fringes. Most of the residential areas are fairly homogeneous though there are small pockets of diversity of character. The main historic core is focused on the parish church and the site of the manor at the south end of Hanworth Park. Hanworth merges almost imperceptibly with Feltham to the north, with which it shares many of the social and environmental issues typical of towns that developed in the post-war era.

2.76 Development will focus on regeneration and the promotion of sense of place whilst respecting and enhancing the established character.

### WE WILL ACHIEVE THIS BY

2.77 We will achieve this by

1. Encouraging redevelopment of the Hanworth Library site;
2. Protecting local shopping provision including Hanworth local shopping centre;
3. Promoting improvements to heritage assets including Hanworth House and Park;
4. Targeting social, economic and environmental improvements to the identified Areas for Regeneration with high levels of deprivation;

5. Protecting existing Locally Significant Industrial Estates;
6. Protecting the extensive open landscape of the Green Belt whilst encouraging leisure and agricultural uses which complement this landscape; and
7. Opening up access to and along the Longford River and continuing the Crane River path and linear park northwards.



# SPATIAL STRATEGY

## HANWORTH

### WHAT THIS WILL LOOK LIKE

- Retail
- Community
- Employment
- Residential
- Green open space
- Rivers & waterbodies
- Heritage asset
- Allocated site
- Road
- Railway
- Pedestrian route
- Green route
- Thames Path
- New rail link
- New/improved station
- View

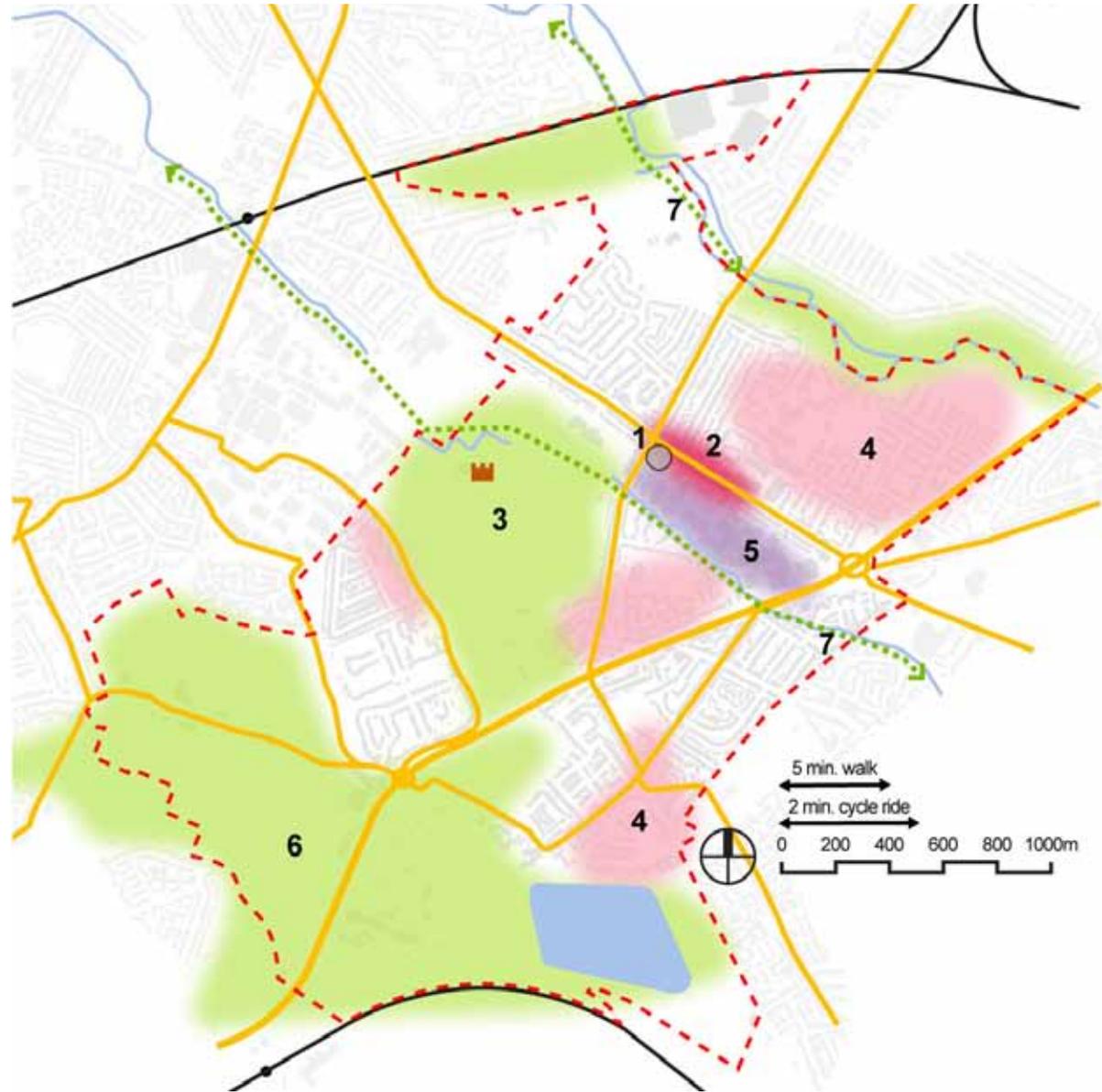


Figure 15: Hanworth spatial strategy diagram

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**CHAPTER TOWN CENTRES  
THREE**

# TOWN CENTRES

## POLICY TC1 - TOWN AND NEIGHBOURHOOD CENTRE NETWORK

### **Our approach**

We will maintain a network of successful town and neighbourhood centres, each with their own role and function, to provide the shops, services and facilities needed to meet the needs of the borough's population.

### **We will achieve this by**

- (a) Recognising the borough's network of town and neighbourhood centres as set out in Table TC1.1, consisting of four town centres in Hounslow (a Metropolitan Centre), Chiswick (a Major Centre), and Brentford and Feltham (District Centres), supported by seven large neighbourhood centres in Hounslow West, Bedfont, Isleworth, Cranford, Hanworth, Heston and Old Isleworth, and 36 small neighbourhood centres; and
- (b) Supporting development and initiatives that promote the borough's town centres, to ensure they fully meet their position in the town centre network and to enable them to change and evolve, and take forward the council's regeneration objectives.

### **We will expect development proposals to**

- (c) Be located appropriately in the context of the town and neighbourhood centre network, consistent with Policy TC3; and
- (d) Be of a scale and type that is appropriate in the context of the town or neighbourhood centre, consistent with Policy TC4 and Policy TC5.



# TOWN CENTRES

## POLICY TC1 - TOWN AND NEIGHBOURHOOD CENTRE NETWORK

### We are taking this approach because

3.1 Within the borough there is a network of town and neighbourhood centres that serve different functions. The borough’s town centres have a fundamental retail role, but they are also places to do business, and are hubs for services, leisure, cultural and community activity. These are supported by neighbourhood centres, which serve the needs of surrounding residential communities.

3.2 There are four town centres in the borough. Hounslow town centre is identified in the London Plan as a Metropolitan Centre although it is currently under-performing and is in need of substantial regeneration and improvements. Chiswick is a Major Centre, which performs well and is a centre for evening activities. Brentford and Feltham are District Centres that serve their respective parts of the borough, where large scale development has taken place (and continues to do so in Brentford particularly) but where further improvements are needed to strengthen their functions. The council’s approach to town centres seeks to encourage proactive management and sufficient flexibility to enable centres to change, for example where there is surplus retail or office floorspace, and promote a wider range of uses to maintain or improve a centre’s vitality, where appropriate. These four town centres should be the focus of new retail and other main town centre uses.

3.3 The borough also contains a large number of neighbourhood centres, ranging in size but primarily serving the day-to-day needs of local residents and workers, and acting as focal points in the borough’s residential areas. These neighbourhood centres include seven large neighbourhood centres, and 36 small neighbourhood centres (see Table TC1.1). Sustaining and improving the performance of these centres is central to ensuring that the local retail and service needs are met within close proximity of the homes of current and future residents, as part of ensuring the sustainability of communities and residential areas.

3.4 It should also be noted that Hounslow’s town centres form part of London’s strategic town centre network. The network in Hounslow, and development proposals, should therefore be managed in the context of strategic and cross-boundary retail patterns.

<b>Table TC1.1: The borough’s network of town and neighbourhood centres</b>				
<b>Town centres  (“main town centres” for the purposes of policy on  development of retail and main town centre uses)</b>			<b>Neighbourhood centres</b>	
<b>Metropolitan Centre</b>	<b>Major Centre</b>	<b>District Centres</b>	<b>Large neighbourhood centres</b>	<b>Small neighbourhood centres</b>
Hounslow	Chiswick	Brentford Feltham	Hounslow West Bedfont Hanworth Heston Cranford Isleworth Old Isleworth	There are 36 small neighbourhood centres, as set out in Appendix 5

# TOWN CENTRES

## POLICY TC1 - TOWN AND NEIGHBOURHOOD CENTRE NETWORK

What this will look like

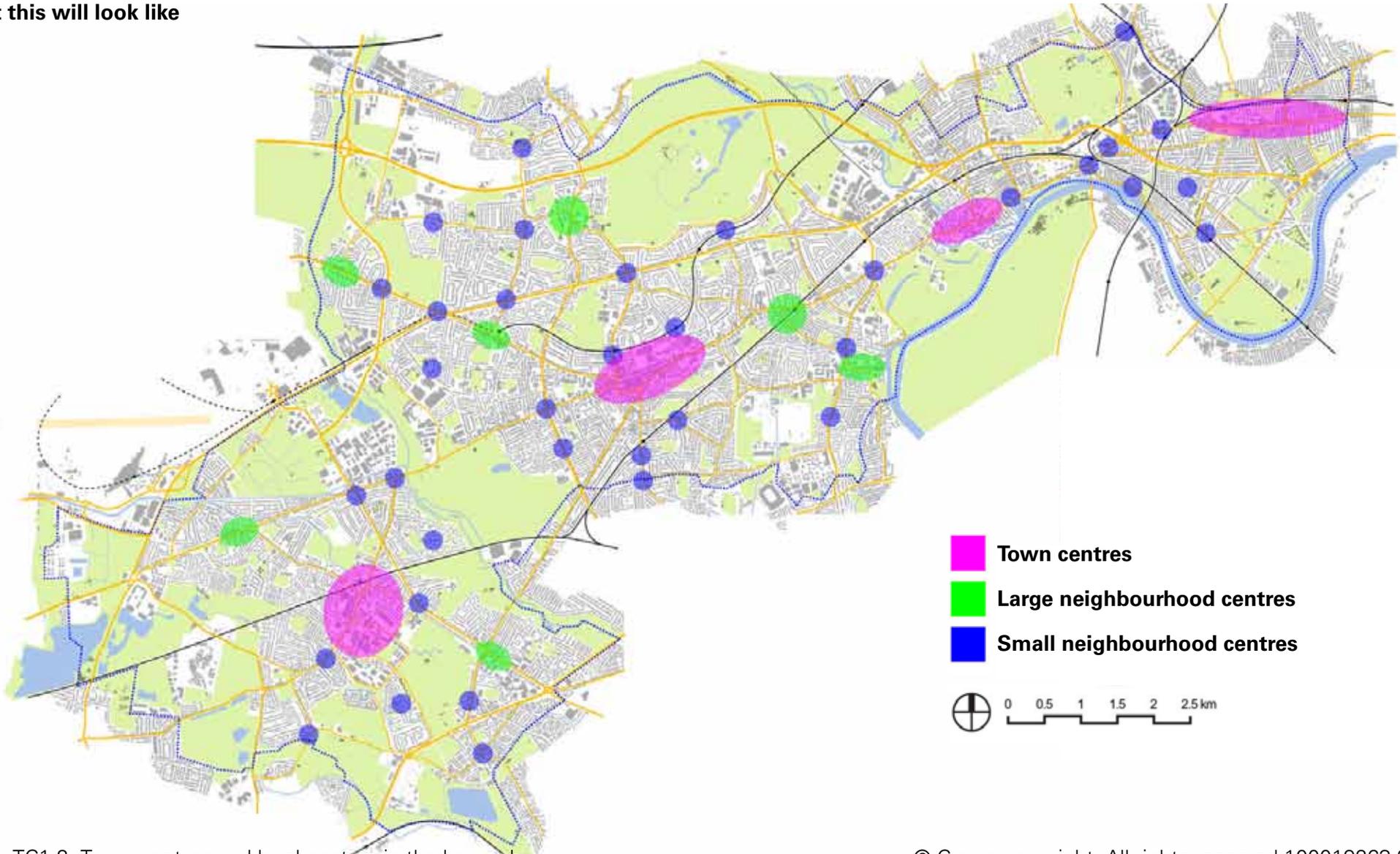


Figure TC1.2: Town centres and local centres in the borough

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# TOWN CENTRES

## POLICY TC1 - TOWN AND NEIGHBOURHOOD CENTRE NETWORK

### Supporting facts

#### The borough's town and neighbourhood centre network

#### Town centres - Metropolitan Centre

##### Hounslow

Hounslow town centre is identified as a Metropolitan Centre in the London Plan. It is the borough's largest town centre, serving the widest catchment, extending into other parts of west London. It includes two managed shopping centres, a range of national multiple retailers and anchor high street fashion stores. It also contains business (offices), leisure and cultural uses, such as a library and theatre.

#### Town centres - Major Centre

##### Chiswick

Chiswick town centre is identified as a Major Centre in the London Plan. It is the borough's second largest town centre, primarily serving the east of the borough. It is a successful upmarket retail destination, with niche retailers and boutique style shops serving a relatively affluent catchment population.

#### Town centres - District Centres

##### Brentford

Brentford town centre is identified as a District Centre, although it struggles to fulfil this role, with a limited retail offer located on the

high street, and one main convenience store located to the east. The centre is located within close proximity to the River Thames and has distinctive character and waterside environments and uses that regeneration should enhance.

##### Feltham

Feltham town centre is also identified as a District Centre and has seen significant investment following the redevelopment of its managed shopping centre, which includes a relatively good fashion offer. Feltham town centre contains a range of convenience retailers as well as services such as banks, a library and health centre.

#### Neighbourhood centres

These centres vary substantially in size and character but primarily provide local residents, workers and businesses with easily accessible shops and services to meet key day-to-day needs. They are particularly important for residents who do not have access to a car, and enhance the sustainability of residential environments.

#### Large neighbourhood centres

Large local centres contain a good range of retail units (at least five) that serve day-to-day shopping needs (e.g. newsagents, post offices, grocery stores, bakers, butchers,

greengrocers and chemists). They also contain other uses that serve local residents such as banks, and doctors' or dentists' surgeries. The layouts of these centres tend to make up strong clusters, sometimes around a focal point e.g. the tube station in Hounslow West, the war memorial in Heston and Isleworth Public Hall in Old Isleworth.

- Hounslow West
- Bedfont
- Hanworth
- Heston
- Cranford
- Isleworth
- Old Isleworth

#### Small neighbourhood centres

There are 36 small neighbourhood centres in the borough, which are listed in Appendix 5. These centres provide retail units that serve the key day-to-day needs of local residents. They are generally made up of a row, parade or small cluster of units and contain at least four or five units to maintain a role as a centre with (at least) a small variety of shops/services for day-to-day requirements.

#### Isolated local shops

These are dispersed around the borough and may help to meet the key day-to-day needs of local residents.

# TOWN CENTRES

## POLICY TC1 - TOWN AND NEIGHBOURHOOD CENTRE NETWORK

### Notes

- The designation of frontages in town and local centres is mapped and listed in Appendix 5.
- Main town centre uses, as outlined in the NPPF, include retail, leisure and entertainment facilities (e.g. cinemas, bingo halls, restaurants, bars and pubs) more intensive sports and recreation uses (such as bowling alleys and health and fitness centres) offices, hotels, arts, culture and tourism development e.g. theatres, galleries and museums.
- The London Plan designates London's town centre network, outlines town centre classifications and gives strategic guidance for growth and development of these centres.
- West London Retail Needs Study (published in 2006 and updated in 2010 and 2013) examines the performance of town centres and identifies retail need for the plan period.
- The Local Shopping Centres Study (published in 2010 and updated in 2014) contains an audit, analysis and assessment of smaller shopping centres across the borough. It identifies the role of local centres, examines performance of them, highlights areas of deficiency (where a site is more than 400 metres from existing local shopping provision) and recommends centres for designation.
- Details on town centre designations including primary and secondary frontages can be found in Policy TC4, and are mapped in Appendix 4. Further areas of growth, such as Great West Corridor, may be further defined through reviews of the Local Plan.



# TOWN CENTRES

## POLICY TC2 - ENSURING THE FUTURE VITALITY OF TOWN CENTRES

### **Our approach**

We will promote the regeneration of our town centres, with a particular emphasis on Hounslow and Brentford, linked to the broader regeneration in these locations. We will support the vitality and viability of centres, and promote them as places that provide a diverse retail, service, business, cultural and leisure offer.

### **We will achieve this by**

(a) Promoting the regeneration of Hounslow town centre, with reference to the Hounslow Town Centre Masterplan. This will promote the town centre as a shopping destination and include the redevelopment of remaining key development sites including the High Street Quarter as a focus for retail, leisure and entertainment growth, including a vibrant evening economy. Improvements to the public realm and opportunities to improve access and linkages between the existing High Street and retail areas, and the High Street Quarter will be sought. In addition, enhanced links to sustainable transport nodes and hubs will be encouraged, particularly to Hounslow mainline station to the south and Hounslow Central and Hounslow East London Underground stations to the north;

(b) Promoting the regeneration of Brentford town centre to fulfil its role as a District Centre. This will include: encouraging an appropriate increase in retail floorspace, leisure and cultural uses; reconnecting the High Street with historical assets and waterside environments; improving links from Brentford to the Great West Road, including business networking opportunities; and improvements to the public realm;

(c) Supporting a re-visioning of Feltham town centre, to build on recent development and consolidate its role as a District Centre through the preparation of an area specific Local Plan review. This will include retaining the existing level of retail floorspace, increasing the leisure and entertainment offer to encourage evening activity, and improving the public realm and opportunities for sustainable travel;

(d) Sustaining and consolidating the range and quality of shopping provision in Chiswick town centre. An appropriate variety of non-retail uses, which are not over-concentrated, will be supported, to maintain the centre's diverse roles in terms of shopping, the evening economy and business activity. Links with businesses and offices located at the periphery of the centre will be encouraged, to ensure opportunities for business networking within the centre are maximised;

(e) Supporting the expansion of retail floorspace particularly in Hounslow and Brentford town centres to ensure they meet their place in the town centre network;

(f) Recognising town centres as a place for business and networking, and supporting initiatives and enterprises that support this;

(g) Encouraging and improving access to town centres by a choice of means of transport, particularly sustainable modes such as public transport, cycling and walking;

(h) Ensuring that adequate car and cycle parking space is maintained in each town centre, and that new development uses the standards established in the London Plan; and

(i) Promoting improvements to local centres, by supporting businesses, access and public realm improvements to enhance local character and identity.

### **We will expect development proposals to**

(j) Contribute to the regeneration of the respective town centre, consistent with the spatial strategy and policies set out in the Local Plan, and guidance developed to improve the performance of centres, including the Hounslow Town Centre Masterplan.

# TOWN CENTRES

## POLICY TC2 - ENSURING THE FUTURE VITALITY OF TOWN CENTRES

### We are taking this approach because

3.5 The borough's town centres contain a number of assets and variety of businesses providing a focus for shopping, employment, leisure, cultural and civic functions. This means that a variety of activities can be undertaken in a single trip and they are generally the most accessible locations in terms of public transport, making them sustainable places for development and regeneration.

3.6 Both Hounslow and Brentford town centres underperform in terms of their place in the town centre network, with a more limited variety of shops and services than nearby centres, poor appearance and image, and negative perceptions from local people. This means that business opportunities are lost as local people choose to shop elsewhere. The council seeks to address these issues by promoting investment and regeneration in these centres.

3.7 Feltham has seen substantial change in recent years with new shops, services and a significant amount of residential development. Leisure (particularly restaurant) uses in the town centre are particularly limited and access into the town centre is also problematic. Therefore, new restaurant uses will be promoted to increase evening activity, while the existing level of retail floorspace will be retained, to ensure the centre's continuing day time vitality. The council will also work to promote links to the town centre, and maximise connections with nearby environmental assets and the green infrastructure network.

3.8 Chiswick is a successful major centre with a good retail offer, including a range of chain and independent shops, and wide provision of restaurants and bars which create a vibrant evening economy. The centre has a special local character, largely due to its heritage and the layout of buildings, green spaces and mature trees lining the High Road. This character will be maintained and enhanced.



# TOWN CENTRES

## POLICY TC2 - ENSURING THE FUTURE VITALITY OF TOWN CENTRES

### Supporting facts

#### Regeneration and redevelopment of town centres

##### Hounslow

Regeneration in Hounslow town centre will involve promoting redevelopment of key sites, such as the High Street Quarter, as a focus for retail, leisure and entertainment growth. A new market and performance space is being developed at the western end of the High Street. Improving the public realm and connections with transport nodes will also be key to the Hounslow town centre's regeneration. New residential development will support town centre regeneration. The Hounslow Town Centre Masterplan sets out these proposals.

##### Brentford

Redevelopment in Brentford includes expanding retail, leisure, entertainment and cultural uses on allocated sites to the south of Brentford High Street, promoting the relocation of Waterman's Arts Centre into Brentford town centre and providing a new market square in front of the old Magistrates Court. It will also involve significant new residential accommodation, enhancing the public realm, connecting and improving links between the High Street, the River Thames and canal, and promoting opportunities for

sustainable movement, particularly from north to south, from the river through the town centre to Brentford station and the Great West Road.

##### Feltham

Following redevelopment this centre is seen to have a relatively good retail offer, including a range of convenience and comparison shops. It also contains a variety of services such as banks, a library and health centre. The leisure and entertainment offer of the centre need improvement, to promote activity in the evening and night-time. Sustainable movement and travel is a particular issue with traffic pinch points which constrict access to the centre. Links therefore need to be improved and sustainable transport promoted, both in terms of public transport and to maximise links and benefits of the green infrastructure network, such as Longford River and Feltham Green.

##### Chiswick

Chiswick is a vibrant centre containing a variety of town centre uses, with established local character. It does not contain any substantial development sites, and therefore consolidation and enhancement is encouraged, alongside careful management to maintain and protect retail uses while continuing to enable diversity in parts of the centre that contribute to its success.

### Notes

- Hounslow Town Centre Masterplan provides a framework for the future of Hounslow town centre, including a vision and development principles. It also provides detailed guidance on individual sites and spaces.
- The London Plan provides strategic guidance for growth and regeneration development of town centres.
- Town centre healthchecks are carried out regularly in the borough's town centres. Data from them is analysed, and highlights performance and other issues relating to frontages and parades within centres. The healthchecks also inform town centre regeneration proposals.
- The Enhancing Connectivity chapter sets out further detail on the council's approach to encouraging access to town centres, including detail on car parking.

# TOWN CENTRES

## POLICY TC3 - MANAGING THE GROWTH OF RETAIL AND OTHER MAIN TOWN CENTRE USES

### **Our approach**

We will support the council's regeneration objectives by directing the growth of retail uses to the borough's town centres, making the most of their accessibility and maximising the opportunity for business opportunities and linked trips. Other town centre uses will also be directed to these locations, with Hounslow and Brentford being the focus of this growth in the short to medium term, based on the identified needs of these centres.

### **We will achieve this by**

- (a) Directing proposals for retail floorspace and other main town centre uses (as defined in the NPPF) to the borough's four town centres, and considering proposals in other locations based on sequential and impact assessments;
- (b) Directing large scale retail development to primary shopping areas or other allocated sites within town centres;
- (c) Requiring impact assessments where development of over 500sqm of retail or 2,500sqm of other main town centre use floorspace is proposed outside of the borough's four town centres;
- (d) Allocating sites to meet the borough's retail needs; and
- (e) Supporting small scale retail development in identified neighbourhood centres.

### **We will expect development proposals to**

- (f) Seek to locate in one of the borough's four town centres where retail floorspace or other main town centre uses are proposed;
- (g) Where development is proposed outside of town centres, proposals should demonstrate through a sequential assessment

that suitable locations within town centres are not available; followed by edge-of-town centre sites and large neighbourhood centres; with small neighbourhood centres then considered for smaller proposals that are suitable to the proportions of the centre. Only then should out-of-centre sites be considered, and these should be accessible and well connected to town centres;

(h) Demonstrate that the effect of the proposal, either individually or cumulatively, on the vitality and viability of existing town centres has been considered, through the preparation of an impact assessment where development of over 500sqm of retail or 2,500 sqm of other main town centre use floorspace is proposed outside of the borough's four town centres;

(i) Demonstrate that units are accessible to people with impaired mobility and pushchairs, consistent with the Mayor of London's Accessible London: Achieving an Inclusive Environment SPG; and

(j) Demonstrate that local context and character have been considered in terms of the design of shop fronts and the wider appearance of development.

# TOWN CENTRES

## POLICY TC3 - MANAGING THE GROWTH OF RETAIL AND OTHER MAIN TOWN CENTRE USES

### We are taking this approach because

3.9 The borough's town centres are the focus of retailing in Hounslow, and also the hubs for a range of other main town centre uses, including leisure, entertainment and cultural facilities. To ensure their economic and cultural functions are maintained, a sequential approach will be used to manage the growth of new retail floorspace and other main town centre uses, with a 'town centres first' rule, followed by edge of centre sites and neighbourhood centres. In accordance with the NPPF, for retail purposes, edge-of-town centre sites are a location well connected and up to 300m of a town centre boundary. For all other main town centre uses, a location within 300m of a town centre boundary and for office development locations outside of town centres but within 500m of a public transport interchange. This approach will ensure the vitality and vibrancy of the town centres, and meet sustainability objectives by reducing travel needs in local communities.

3.10 There is an identified need for retail growth across the borough. The Retail Needs Study assesses demand for convenience and comparison floorspace, and identifies particularly needs in Hounslow and Brentford town centres. However, there is also evidence that the function of town centres is changing, with evidence

emerging from the Greater London Authority and Experian outlining these changes to conventional retailing. Their research shows that there may be considerably less need for retail comparison goods floorspace going forward. It is therefore important that where the council promotes regeneration, it also takes account of these wider economic and social trends, and ensures sufficient flexibility to manage change in its town centres. In this context, surplus retail or commercial floorspace in town centres will be dealt with having regard to the spatial strategy and other Local Plan policies, and should promote a wider range of uses to improve town centre vitality.

3.11 A mix of retail growth and diversification of other town centre uses is integral to plans to regenerate and strengthen these centres, and also to help consolidate and improve the range of shops within them. The development of retail and other main town centre uses outside town centres can pose a threat to their vibrancy, and needs to be carefully managed to ensure it does not have adverse impacts on them.

3.12 Neighbourhood centres also play an important role in serving the key day-to-day shopping needs of residents, and the council will support their role by encouraging small scale retail development, of an appropriate type, within them.

### Supporting facts

#### Retail need

- The Retail Needs Study Update (2013) outlines the requirement for a minimum of 30,000sqm of additional comparison goods floorspace by 2021.
- In terms of convenience goods, there is not a substantial need for additional floorspace borough-wide, although there is some localised need in Brentford and Chiswick.
- Despite the projected slowing of demand for conventional retail comparison goods floorspace outlined in the GLA and Experian's report, overall there is a need for additional retail floorspace, even after the floorspace in the retail pipeline is constructed. At a town centre level, there will be varying impacts that will need to be monitored, with policy that is responsive to managing growth, consolidation or decline, where appropriate.

# TOWN CENTRES

## POLICY TC3 - MANAGING THE GROWTH OF RETAIL AND OTHER MAIN TOWN CENTRE USES

### Notes

- Main town centre uses, as outlined in the NPPF, include retail, leisure and entertainment facilities (e.g. cinemas, bingo halls, restaurants, bars and pubs) more intensive sports and recreation uses (such as bowling alleys and health and fitness centres) offices, hotels, arts, culture and tourism development e.g. theatres, galleries and museums.
- The NPPF outlines the government's policy on ensuring the vitality of town centres, including detail on the sequential approach and criteria for impact assessments.
- GLA and Experian Consumer Expenditure and Comparison Goods Floorspace Need in London, August 2013, detail the latest available expectations for retail growth in London.
- Development proposals for new retail and other main town centre uses should be consistent with the Mayor of London's Accessible London: Achieving an Inclusive Environment SPG.
- Convenience goods are goods we use daily or very often, such as food and drink, newspapers and non-durable household goods.
- Comparison goods tend to be more expensive goods that we do not buy as often as convenience goods, and we may compare before purchasing. They include clothing, shoes, furniture, household appliances, tools, games, toys, jewellery and electrical items.
- Hotels are defined as main town centre uses in the NPPF, and therefore proposals should be located consistent with the sequential approach set out in this policy, as well as the criteria set out in Policy ED4.



# TOWN CENTRES

## POLICY TC4 - MANAGING USES IN TOWN CENTRES

### **Our approach**

We will seek to maintain and enhance the fundamental retail role of town centres, while ensuring that they are responsive to changing needs and provide scope for a diversity of uses, in appropriate places, that contribute to their vitality and viability.

### **We will achieve this by**

- (a) Establishing town centre boundaries, as shown on the Policies Map;
- (b) Designating primary and secondary frontages in the four town centres, as shown on the Policies Map;
- (c) In addition, establishing a primary shopping area in the four town centres, as shown on the Policies Map;
- (d) Protecting the strong retail role of the borough's town centres by ensuring that primary frontages and primary shopping areas retain a high proportion of A1 retail uses. This will be achieved by assessing the impact of development proposals on the retail function of the remaining frontage, to ensure that it remains strong;
- (e) Supporting a diversity of uses, particularly in secondary frontages, undesignated frontages and areas where there is surplus retail and/or office floorspace; and
- (f) Encouraging proposals that contribute to the vitality and viability of the town centre, such as achieving an active frontage during the day and evening; and
- (g) Considering the cumulative impact of proposals on the vitality and vibrancy of town centres and the amenity of local residents, particularly avoiding the over-concentration of non-retail uses such as hot food takeaways.

### **We will expect development proposals to**

- (h) Maintain a high proportion of retail uses in primary frontages and primary shopping areas by demonstrating that the retail function of the frontage is not undermined where change of use from A1 retail is proposed;
- (i) Maintain a diversity of uses, including A2 financial and professional Services and A3 cafes and restaurants, in secondary frontages, undesignated areas of town centres or areas where there is surplus retail and/or office floorspace, while maintaining an A1 retail function that will usually make up at least half of a shopping parade or frontage;
- (j) Contribute to local townscape character and have a high quality of design and appearance, in accordance with the council's Shop Front Design Guidelines SPD;
- (k) Retain retail or business use at ground floor level, or another active frontage that contributes to the centre; and
- (l) Encourage effective use of upper floors that contributes to town centre vitality and regeneration, such as business or residential use, provided this is consistent with other Local Plan policies.

# TOWN CENTRES

## POLICY TC4 - MANAGING USES IN TOWN CENTRES

### We are taking this approach because

3.13 Town centres have traditionally had a primarily retail role, particularly in their core areas, which needs to be maintained and expanded where evidence shows there is need for growth. However, in order to boost competitiveness, provide choice to residents and visitors, and remain resilient to economic and social change (including the rise of internet shopping), diversification in town centres is needed. This will help ensure a variety of shopping, employment, leisure, cultural and civic functions that provide activity during the day and night, and alongside wider regeneration, assist in creating vibrant town centres and tackling negative perceptions.

### Supporting facts

#### Town centre healthchecks

The town centre designations (including boundaries, primary and secondary frontages and primary shopping areas) are based on evidence collated and analysed in the borough's town centre healthchecks. A summary for each of the town centres is provided below.

#### Hounslow

Primary frontages perform well in terms of their retail function, with 79% of units in retail (A1) use. In the secondary frontage 48% of units are in retail use, showing a balance with other town centre uses. Despite containing a range of high street retailers, there are a number of low value goods shops and national retailer representation falls short of that in nearby Metropolitan Centres, such as Kingston or Ealing. There is also a lack of high quality restaurant, leisure and entertainments uses, and limited activity in the evenings and night-time. The council will seek to improve the quality of retail offered in Hounslow while also boosting the range of other activities to offer diversity. It is therefore important to protect the strong retail function of primary frontages and promote further retail development in the primary shopping area, while ensuring non-

retail development is appropriately located and benefits the centre as a whole.

#### Chiswick

The primary frontages contain 68% A1 retail uses and secondary frontages contain 56% A1 retail uses. In both frontages, retail units are generally small in terms of their frontage lengths, so constitute a lower proportion of frontages when looking at lengths. However, Chiswick offers a good range of high street multiples and independent shops and boutiques, the latter by their nature often being smaller units. A range of other uses - particularly restaurants, bars, financial and professional services, offices and leisure uses - contributes to the diversity and vitality of the town centre. Consolidation and enhancement of the centre is encouraged, and careful management of retail and non-retail uses is needed to maintain an appropriate balance of uses to protect the centre's retail function while continuing to enable the diversity of uses (mainly in secondary and undesignated frontages) that contributes to its success.

#### Brentford

While frontages in Brentford perform well in terms of their retail make up (63% A1 in the primary frontage and 55% in the secondary frontage) the range of goods

# TOWN CENTRES

## POLICY TC4 - MANAGING USES IN TOWN CENTRES

sold and types of shop (such as high street multiples) represented is poor and does not fulfil the role of the centre or meet the needs of local residents. The leisure, cultural and entertainment offer is also limited and dispersed, with its greatest asset, Watermans Arts Centre, being located outside the town centre boundary. The regeneration proposals for Brentford seek to tackle these issues, and are supported by the town centre designations.

### Feltham

Frontages in Feltham perform well in terms of their retail make up (66% A1 retail units in the primary frontage and 55% in the secondary frontage) and offer a good range of retailers following recent redevelopment. The centre contains a range of services such as a library and health centre. The Leisure West development is the borough's only multiplex cinema and bowling alley, and together with supporting restaurants, provides a leisure cluster just outside Feltham town centre. Links and access to the town centre from Leisure West should be improved, and opportunities taken to improve the leisure and entertainment offer in the town centre itself, to promote activity in the evening and night-time. The designations seek to build on recent development and strengthen and enhance Feltham as a vibrant District Centre.

### Notes

- Primary frontages are likely to include a high proportion of retail uses, and tend to be the core frontages in a town centre.
- Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
- Primary shopping areas are a defined area where retail development is concentrated, and generally comprise the primary and those secondary frontages which are adjoining and closely related to the primary frontage.
- Town centre boundaries and designations are shown in Appendix 4.
- Hounslow Council's Shopfront Guidelines (January 2013) is a supplementary planning document and provides detail on installing new and refurbishing existing shopfronts, as part of a wider approach to regeneration and improvements in the borough's town and local centres.
- Residential use is not considered an appropriate use at ground floor level in town centres.



# TOWN CENTRES

## POLICY TC5 - MANAGING NEIGHBOURHOOD CENTRES AND ISOLATED LOCAL SHOPS

### Our approach

We will maintain and improve neighbourhood centres to meet the key day-to-day shopping and service needs of local communities and protect isolated local shops, to contribute to sustainable development and local character in the borough's residential areas.

### We will achieve this by

- (a) Protecting the retail and community functions of neighbourhood centres (shown in Figure TC1.2 and listed in Appendix 5) to meet key day-to-day needs of local residents;
- (b) Protecting isolated local shops, particularly where they are located in areas more than 400m/5 minutes walking distance of a town or neighbourhood centre, or alternative local shopping provision;
- (c) Retaining the retail function of neighbourhood centres by ensuring at least 50% of units are in A1 retail use having regard to the vitality and vibrancy of the centre;
- (d) Supporting businesses that provide for the key day-to-day shopping needs of local residents, with the aim that neighbourhood centres adequately serve the needs of local residents, workers and businesses;
- (e) Encouraging new, small scale shops that meet key day-to-day needs in identified neighbourhood local centres;

(f) Work with stakeholders, including local residents and businesses, partners to make improvements to the public realm and accessibility of neighbourhood centres, to ensure they contribute to local character and identity, and provide good links to surrounding residential areas; and

(g) Considering the cumulative impact of proposals on the vitality and vibrancy of neighbourhood centres and the amenity of local residents, particularly avoiding the over-concentration of non-retail uses such as hot food takeaways.

### We will expect development proposals to

- (h) Ensure that at least 50% of units are in retail uses in neighbourhood centres, demonstrating the contribution the proposed use will make in terms of its value to the local community, meeting wider local service or business needs, and enhancing the neighbourhood centre's vitality; and
- (i) Demonstrate the availability of alternative shopping provision in a town or neighbourhood centre within 400m/5 minutes walking distance where change of use from A1 retail is proposed.



# TOWN CENTRES

## POLICY TC5 - MANAGING NEIGHBOURHOOD CENTRES AND ISOLATED LOCAL SHOPS

### We are taking this approach because

3.14 The borough contains a large number of neighbourhood centres (as set out in Figure TC1.2 and Appendix 4), as well as isolated shops that are vital for the role they play in serving the day-to-day shopping needs of residents and businesses. Neighbourhood centres often add to the character and image of neighbourhoods, giving them a focal point and enhancing sustainability by being easily accessible to people's homes by walking or cycling.

3.15 The London Plan establishes a framework for maintaining, managing and enhancing local and neighbourhood shopping centres, and states that boroughs should identify areas under-served by local convenience shopping, and improve access to existing provision or encourage additional facilities to tackle this. Recent updates to the London Plan (March 2015) raise the need to manage surplus commercial capacity in local centres, which should contribute to strengthening and consolidating centres. Where such capacity is identified there may be some scope for alternative uses, while needing to protect and enhance local centres overall.

### Supporting facts

#### Small neighbourhood centres

Across the borough, small neighbourhood centres have been identified which provide local residents with easily accessible shopping provision that serve day-to-day needs. These centres currently vary in size from four to 33 units, and are generally made up of a row (sometimes on both sides of a road) or small cluster of units. They contain an average of nearly 55% A1 retail units, whilst 26% of other units also provide services for local communities. All contain at least two shops (including newsagents, post offices, grocery stores/mini-supermarkets, bakeries, butchers, greengrocers or chemists). These centres also perform well, with low vacancy rates.

#### Large neighbourhood centres

Large neighbourhood centres have a different character to small neighbourhood centres, in part due to their size (they contain at least 37 units). They provide a larger range of shops and services, with a good range of shops serving local residents. All contain five or more units that serve key day to day shopping needs, as well as other uses that serve local needs such as banks, doctors' or dentists' surgeries. They are formed by strong cluster of shops that may surround a focal point (for example the war memorial in Heston, or Upper Square and Isleworth Public Hall in Old Isleworth).

### Notes

- Major neighbourhood centres and small neighbourhood centres have been identified following an audit, analysis and assessment of smaller shopping centres across the borough.
- Figure TC1.2 shows a map of town centres and local centres in the borough.
- Residential use is not considered appropriate at ground floor level in local centres.





**CHAPTER ECONOMIC  
FOUR DEVELOPMENT**

# ECONOMIC DEVELOPMENT

## POLICY ED 1 - PROMOTING EMPLOYMENT GROWTH AND DEVELOPMENT

### **Our approach**

We will secure the business opportunities stimulated by the London Borough of Hounslow's location close to Heathrow Airport and central London by ensuring that sufficient capacity is provided for anticipated sectors of employment growth. This will be accomplished by promoting new office-based employment in the borough's four town centres, as well as employment based growth within the Great West Corridor Strategic Outer London Development Centre in co-ordination with improvements to the public transport infrastructure, and other strategically and locally significant locations for employment.

### **We will achieve this by**

- (a) Proposing new employment uses on Allocated Sites identified in the Local Plan and its subsequent reviews;
- (b) Directing new offices to the borough's four town centres; and
- (c) Directing new industrial/ warehousing and related development to the borough's Strategic Industrial Sites, Locally Significant Industrial sites and other existing industrial sites.

### **We will expect development proposals to**

- (d) Provide flexible space within residential units, particularly in town centres, that can be used for home working and start-up space wherever feasible; and
- (e) Provide incubator space appropriate for start-up businesses as part of employment related or town centre mixed use development proposals, subject to demand and viability considerations.

### **We are taking this approach because**

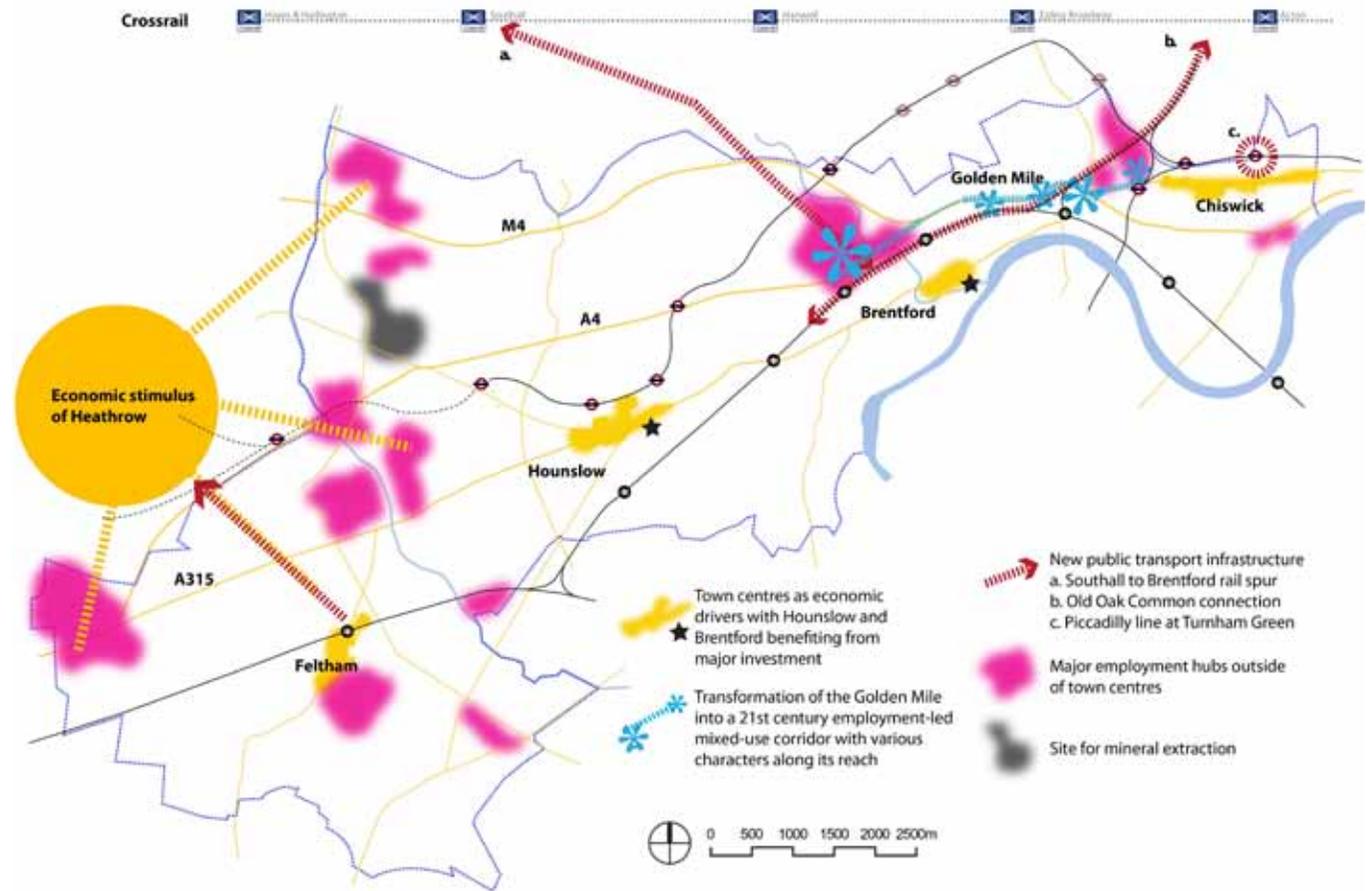
4.1 The Hounslow Employment Land Review 2011 has identified a demand for an additional 200,000sqm office floorspace during the plan period to 2030. This is based on the assumption that the borough's existing stock of 750,000sqm is retained. There is already an existing office development pipeline of 110,000sqm based on current planning permissions. An additional 90,000 sqm of office floorspace is required in order to meet the demand from potential occupiers. The Local Economic Assessment provides further evidence on qualities of the local economy and employment and the prospects for growth.

4.2 The policy aims to ensure that new office development is appropriately located in accordance with national and regional guidance. Retention and improvement of office provision in town centres is a key element of their regeneration and their accessibility by public transport can cater for high trip-generating office uses. The delivery of major transport links identified in the Local Plan to improve the public transport accessibility of out of centre office locations on the Great West Road and Bedfont Lakes may create additional opportunities for new office development which will be addressed in the proposed Great West Corridor and West of Borough partial plan reviews.

# ECONOMIC DEVELOPMENT

## POLICY ED 1 - PROMOTING EMPLOYMENT GROWTH AND DEVELOPMENT

4.3 Outside town centres and major employment locations, there are small businesses which contribute to the diversity of the local economy. A good quality range of office space will be required to meet the ever-changing needs of business in terms of size, location and costs. Whilst there is less evidence of demand for offices in out-of-centre locations, small scale offices in out-of-centre locations contribute to the diversity of the local economy.



### Notes

- London Plan Policy 2.16 and Local Plan Policy SV1 define the role of the Hounslow (Great West Corridor) Strategic Outer London Development Centre.
- The jobs of 36,000 residents of the borough are reliant on Heathrow Airport (Heathrow Employment Impact Study - December 2013).

Figure ED 1.1: Extract from the key diagram - the economic dimension  
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# ECONOMIC DEVELOPMENT

## POLICY ED2 - MAINTAINING THE BOROUGH'S EMPLOYMENT LAND SUPPLY

### **Our approach**

We will consolidate the London Borough of Hounslow's major industrial and office sites to secure the continued major representation of international companies, business headquarters and SMEs within the borough, and to ensure that the supply chain opportunities created by Heathrow Airport are retained within the borough.

### **We will achieve this by**

- (a) In accordance with the London Plan, protecting designated Strategic Industrial Locations (the Great West Corridor Industrial Business Park, Transport Avenue Preferred Industrial Location and North Feltham Trading Estate Preferred Industrial Location) and designated Locally Significant Industrial Sites, as identified on the Policies Map
- (b) Setting the monitoring benchmark for the loss of industrial land to 6ha to ensure that an adequate supply of industrial capacity is

maintained in the borough throughout the plan period. The loss of industrial land will be regularly monitored against this figure; and

- (c) Managing and protecting Key Existing Office Locations as identified on the Policies Map namely the borough's four town centres (Hounslow, Chiswick, Brentford and Feltham), Chiswick Business Park, Bedfont Lakes and sections of the Great West Road.

### **We will expect development proposals to**

- (d) Provide an assessment demonstrating that development proposals do not compromise the objectives of the SIL or LSIS designations and/or accord, where relevant, with the objectives of the Great West Strategic Outer London Development Centre;
- (e) Submit the following information where a loss of B1a, B1b, B1c, B2 or B8 or similar employment uses is proposed outside of SILs and LSISs:

- i. Evidence of active marketing of the site for employment uses for a period of at least two years in Key Existing Office Locations or for a period of at least one year in other locations;
  - ii. An assessment demonstrating that the introduction of non-employment uses is necessary to achieve sufficient viability to deliver a development scheme. Preference will be given to the provision of new employment uses, followed by a mix of employment and non-employment uses. Proposals for non-employment uses will only be considered once the retention of employment uses has been shown to be unviable; and
  - iii. Evidence that surrounding employment uses/ sites will not be undermined;
- (f) Facilities that support and enhance employment uses such as a workplace crèche or café may be acceptable where they are of a small scale ancillary to the overall employment function of the site.

# ECONOMIC DEVELOPMENT

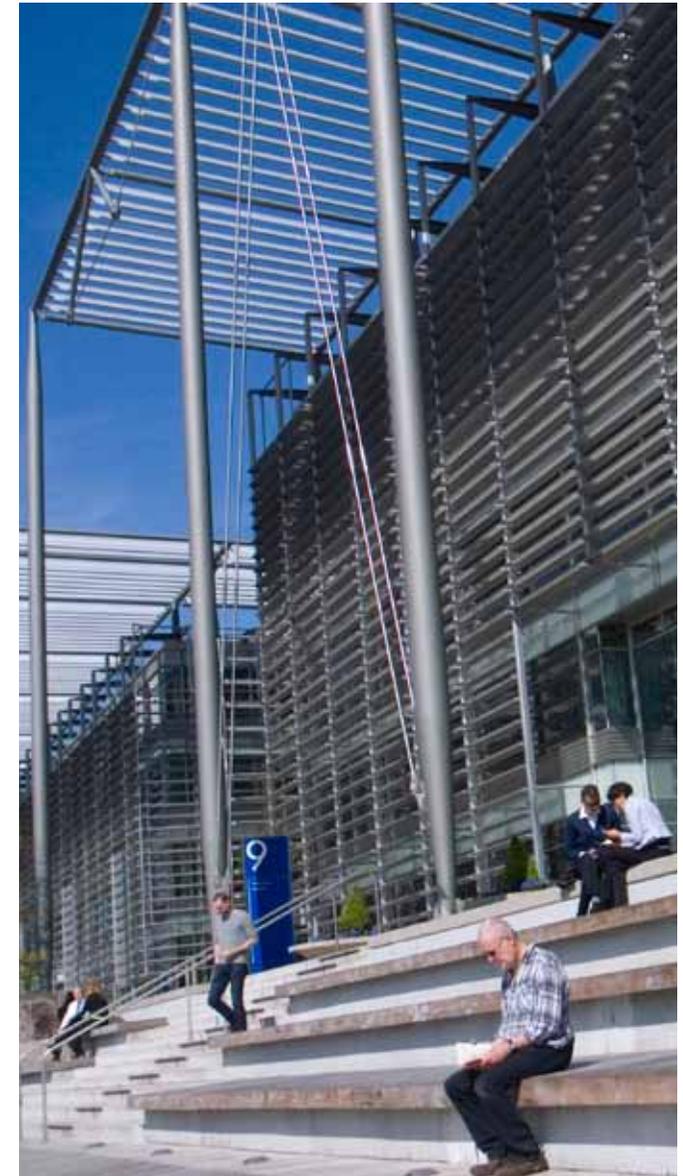
## POLICY ED2 - MAINTAINING THE BOROUGH'S EMPLOYMENT LAND SUPPLY

### We are taking this approach because

4.4 The Hounslow Employment Land Review 2011 identified that there is a large and varied stock of industrial land throughout the borough of about 450 ha in total. This includes approximately 302ha of B2 and B8 uses and 148 ha of land for uses such as utilities, land for transport and recycling. The council's industrial demand forecasting has identified negative demand for industrial floorspace which equates to approximately 6 ha of land over the plan period to 2030. This is reflected in the borough's categorisation as an area for the limited release of industrial land in the Further Alterations to the London Plan submission 2014 which highlights a need to manage the stock of employment land in the Borough to reduce overall vacancy rates.

4.5 Growth in demand for office floorspace made in the Hounslow Employment Land Review 2011 assumes that the borough's existing stock of 750,000 sqm is retained. Many of the borough's major employers remain in existing out-of-centre strategic office clusters, such as Chiswick Business Park, the Great West Road and Bedfont Lakes. It is therefore necessary to protect these locations to safeguard employment. For town centres, employment uses form a key element of their regeneration and their accessibility by public transport can cater for high trip generating uses.

4.6 These policies are strongly influenced by the policies and guidance in the London Plan, which identify the hierarchy of industrial land and the uses appropriate within designated industrial sites.



# ECONOMIC DEVELOPMENT

## POLICY ED2 - MAINTAINING THE BOROUGH'S EMPLOYMENT LAND SUPPLY

### Supporting facts

#### Employment land in Hounslow

#### Strategic Industrial Locations (SILs)

The Mayor of London has identified three strategically important industrial locations within the borough in the London Plan. These are North Feltham Trading Estate, the Great West Road (part) and Transport Avenue (part) in Brentford. These SILs are identified as London's main reservoir of industrial land, comprising approximately 40% of the capital's total supply. SILs are split into two types to reflect their role in supporting the requirements of different sorts of industrial occupier:

#### Preferred Industrial Locations (PILs)

PILs are designated for industrial uses that do not require a high quality environment. Such uses may require heavy goods access by road, rail and/or water, need to operate outside normal hours and require sufficient distance or other barriers to noise-sensitive uses. Two PILs are designated in the borough, at North Feltham Trading Estate and Transport Avenue, Brentford and these are shown on the Policies Map.

### Industrial Business Parks (IBPs)

IBPs are for firms that need better quality industrial surroundings, including B1b, B1c and high value B2 activities. The borough has one designated IBP on the Great West Road the extent of which is shown on the Policies Map. The Great West Road IBP also forms part of the Great West Corridor Strategic Outer London Development Centre (SOLDC) which is identified in the London Plan as a strategically important area for digital and media related industries.

Development of SILs for non-industrial or related uses should be resisted other than as part of a coordinated process of consolidation, or where it addresses a need for accommodation for SMEs or new emerging industries, or where it provides local, small scale 'walk to facilities for industrial occupiers or office space ancillary to industrial use. In the context of the two SILs located in the Great West Corridor media-related industries, which are largely office based, are recognised as a new emerging industry of strategic importance which in principle, are an appropriate industrial use in this location.

### Locally Significant Industrial Sites (LSISs)

LSISs are employment areas of Borough wide significance providing industrial and warehousing capacity. Sites have been identified and reviewed as continuing to be locally significant through the Hounslow Employment Land Review 2004 and 2011. A number of these sites are also sufficiently close together to form important local employment clusters. The majority of LSISs are located in the west of the borough where there is significant demand for industrial land related to airport operations. The borough has 36 designated LSISs which are shown on the Policies Map namely:

- Airlinks Industrial Estate
- Ascot Road Industrial Estate
- Ashford Industrial Estate
- Bedfont North Industrial Park
- Bollo Lane Industrial Estate
- Bulls Bridge Industrial Estate
- Cargo Service Centre
- Challenge Road Industrial Estate
- Clock Tower Road Industrial Estate
- Feltham Corporate Centre
- Feltham Marshalling Yards

# ECONOMIC DEVELOPMENT

## POLICY ED2 - MAINTAINING THE BOROUGH'S EMPLOYMENT LAND SUPPLY

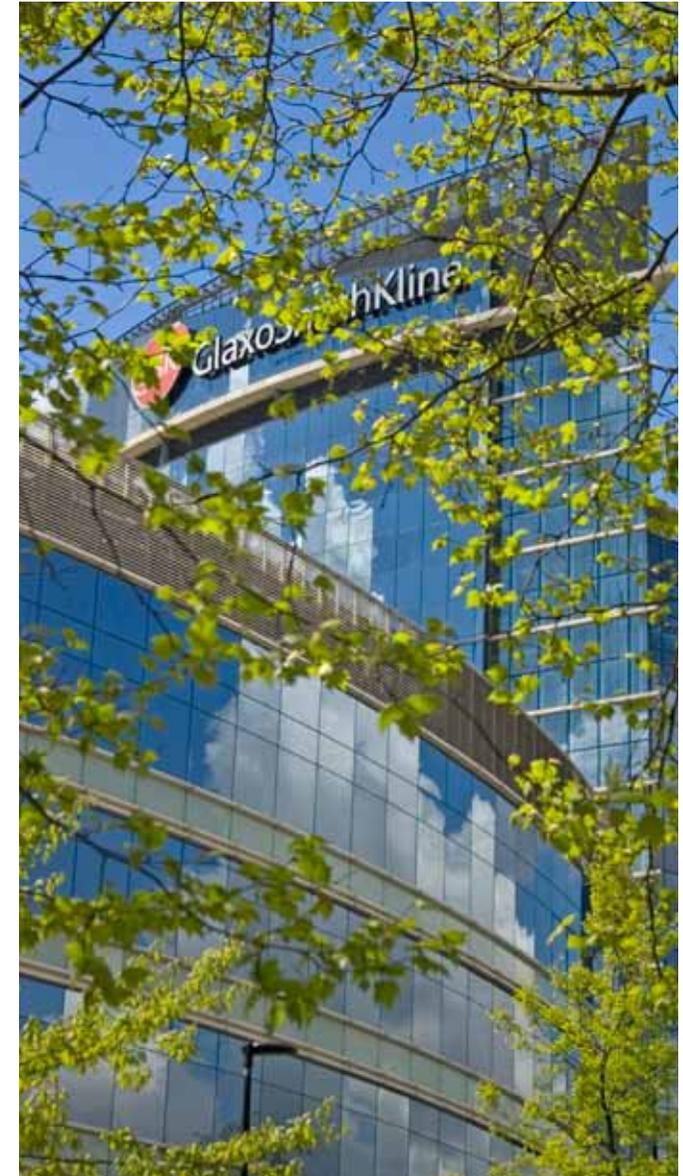
- Felthambrook Industrial Estate
- Five Ways Business Centre
- Hanworth Trading Estate
- Harlequin Centre
- Haslemere Heathrow Industrial Estate
- Heathrow Causeway Estate
- Heathrow International Trading Estate
- Heston Industrial Estate
- Heston Phoenix Business Park
- Kew Bridge Distribution Centre
- Maple Industrial Estate
- Parkway Trading Estate
- Phoenix Trading Estate
- Plane Tree Crescent
- Popham Close
- Power Road Industrial Estate
- Prologis Park
- Radius Park
- Serco
- Spitfire Estate
- Sun Life Trading Centre
- The Heston Centre
- Victory Business Centre
- Victory Way
- Worton Hall Industrial Estate

### Key Existing Office Locations (KEOLs)

The council has identified the borough's four town centres together with existing office developments at Bedfont Lakes, Chiswick Business Park and on the Great West Road (2 areas) which serve a strategic role in providing office floorspace for businesses that demand large premises. Whilst the KEOLs at Bedfont Lakes and on the Great West Road do not have high levels of accessibility by sustainable modes of transport, the offices in these locations make a significant contribution to the local and regional economy. The council will also support initiatives to better serve them and to better link them with the nearest local facilities and town centres and to achieve improvements to the transport connectivity and capacity of these places.

### Other employment sites

Existing undesignated industrial and business sites which are not of borough or strategic importance but which usefully contribute to local employment and economic activity in the borough.



# ECONOMIC DEVELOPMENT

## POLICY ED2 - MAINTAINING THE BOROUGH'S EMPLOYMENT LAND SUPPLY

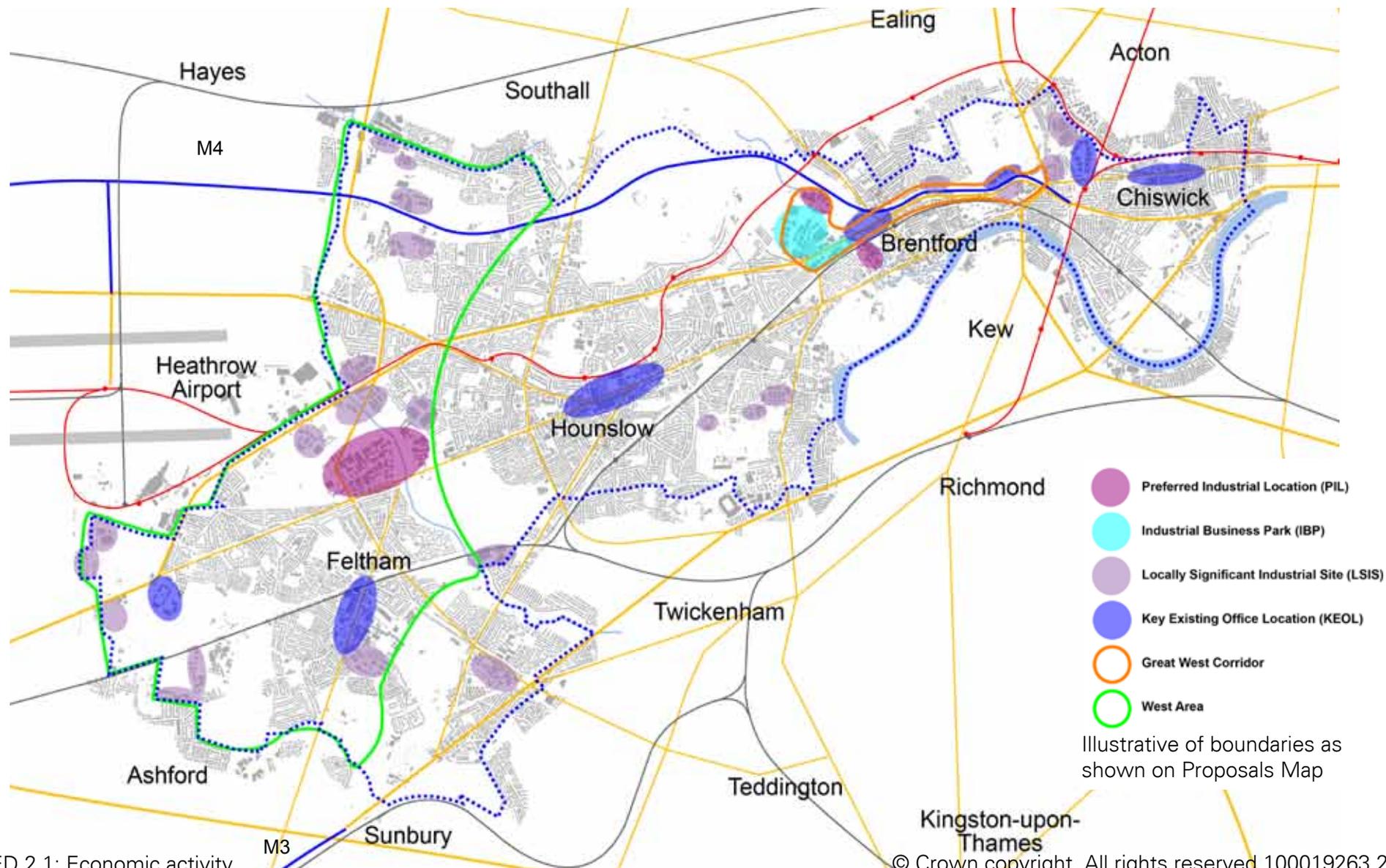


Figure ED 2.1: Economic activity

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# ECONOMIC DEVELOPMENT

## POLICY ED2 - MAINTAINING THE BOROUGH'S EMPLOYMENT LAND SUPPLY

### Notes

- London Plan Policy 2.17 defines the strategic industrial locations.
- The Hounslow Employment Land Review and Local Economic Assessment provide evidence on the role of the Locally Significant Industrial Sites and Key Office Locations.
- Uses appropriate to employment land include Use Classes B1/B2/B8 and similar uses not included in the Use Classes Order (as "sui generis") such as builders merchants, utilities but not uses which are appropriate to a town centre.



# ECONOMIC DEVELOPMENT

## POLICY ED3 - HOTELS AND VISITOR ACCOMMODATION

### Our approach

We will promote new visitor accommodation in appropriate locations to support local businesses and to enhance the London Borough of Hounslow's tourism offer.

### We will achieve this by

- (a) Supporting proposals for visitor accommodation where they contribute to the area's economic role or tourism offer; and
- (b) Directing proposals for visitor accommodation to the borough's four town centres, and considering proposals in other locations based on sequential and impact assessments as set out in Policy TC3;

### We will expect development proposals to

- (c) Seek to locate in one of the borough's four town centres. Where suitable locations within town centres are not available, edge-of-town centre sites that are well connected to the town centre or sites within large neighbourhood centres should be chosen;
- (d) Demonstrate through a sequential assessment that there are no available sites in a nearby town centre, an edge-of-town-centre location or a large neighbourhood centre where visitor accommodation is proposed in out-of-centre locations, with preference for sites that are well connected to town centres;
- (e) Demonstrate that they do not harm the vitality and vibrancy of nearby town centres;
- (f) Take available opportunities to support the area's economic role or tourism offer where the sequential assessment for out-of-centre development has been satisfied, by incorporating ancillary facilities such as conference/meeting spaces, restaurants or gyms;
- (g) Demonstrate that they do not have adverse impacts on residential amenity; and
- (h) Have good access to public transport and sufficiently mitigate the impacts of increased trip generation that may result from a new or expanded hotel development.

### We are taking this approach because

4.7 Since 2000 15 new hotels have been constructed representing a growth rate of 113% and creating 1,519 additional bedrooms. This has resulted in the borough having the second highest number of hotel bedrooms in west London, 16% of the sub-regions total stock. The Mayor of London's Hotel Demand Study in 2006 identified the borough as a key growth area with international access for passengers travelling through Heathrow Airport. It predicted that between 2007 and 2026, 2,000 net additional hotel rooms will be required in the borough.

4.8 Hotels are identified as a main town centre use and, therefore, in accordance with the sequential approach set out in Policy TC3 they are directed to the borough's town centres which are the most sustainable locations. This approach strengthens the wider role of town centres, providing a range of employment opportunities, and allows visitors to easily access other town centre facilities such as retail, leisure, arts, cultural and tourism uses. The Employment Land Review 2011 estimates that there was expenditure of approximately £209 million by overnight visitors in the borough in 2010. The location of hotels in town centres will also contribute to the council's wider regeneration agenda.

# ECONOMIC DEVELOPMENT

## POLICY ED3 - HOTELS AND VISITOR ACCOMMODATION

4.9 Proposals for visitor accommodation outside of the borough's town centres may be acceptable where a sequential assessment demonstrates there are not suitable and available town centre sites, and would not have adverse impacts on existing town centres. These developments should seek to support the business, retail or tourism related roles of nearby areas, and include facilities that contribute to the mix of uses in the locality, such as conference / meeting spaces, restaurants and gyms, where it would not harm vitality and viability of town centres.

### Notes

- Hotels are defined as a main town centre use in the NPPF, and therefore the locational objectives set out in this policy reflect the sequential approach for main town centre uses set out in Policy TC3.
- The council will advise which nearby town centres should be considered in sequential assessments.
- Edge-of-town centre sites for other town centre uses including hotels are defined as those that are well connected, and not more than 300 metres from one of the borough's four town centres.



# ECONOMIC DEVELOPMENT

## POLICY ED4 - ENHANCING LOCAL SKILLS

### Our approach

We will support the London Borough of Hounslow residents into local jobs by providing access to training and employment support opportunities.

### We will achieve this by

- (a) Seeking planning obligations towards employment training, including apprenticeships, and job brokerage where related in scale and kind to the development; and
- (b) Supporting the location of higher and further education colleges within the borough to provide new training opportunities for local residents.

### We will expect development proposals to

- (c) Deliver construction training in conjunction with the council's recognised providers for all major developments; and
- (d) Enter into agreements with the council where appropriate to provide local access to new training and employment opportunities.

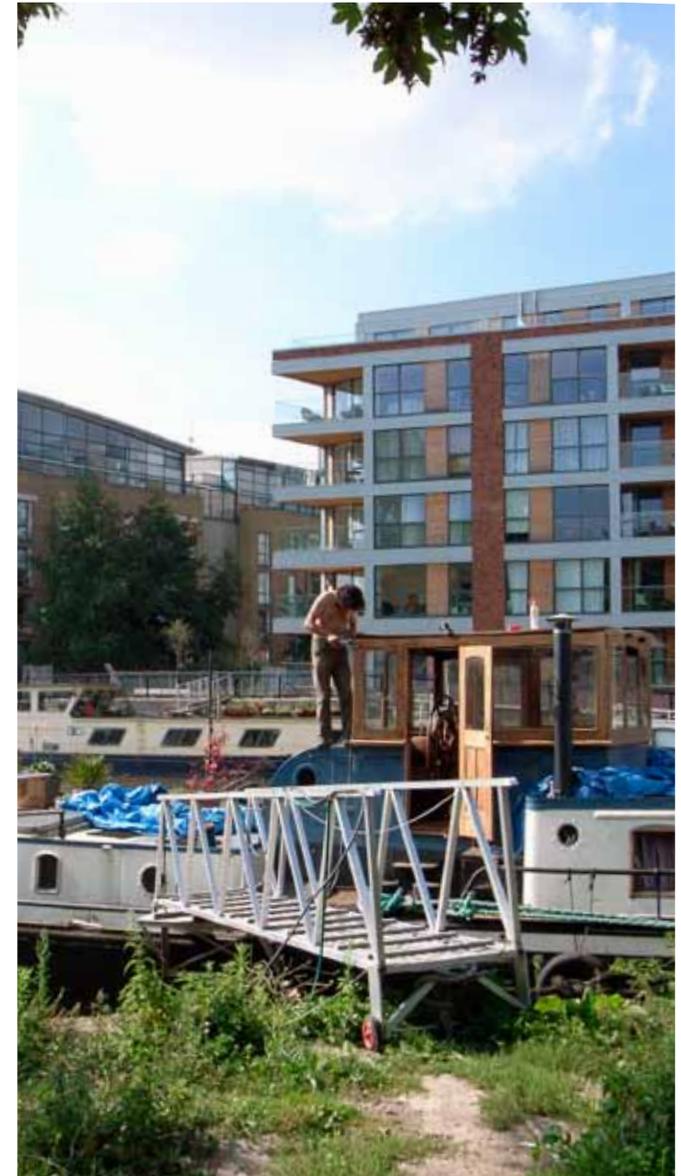
### We are taking this approach because

4.10 Evidence shows that the borough residents are more likely to be working in elementary occupations and less likely to be working in professional occupations than the London average. Large numbers of high quality jobs within the borough are taken by in-commuters, while the borough's residents work in lower quality, lower paid jobs elsewhere. More of the borough's residents of working age have no qualifications or lower qualifications than the London average.

4.11 Local Plan policies will help to encourage the borough's businesses to employ the borough's residents. The key mechanisms for achieving this will be by upskilling local residents through training, including apprenticeships, and job brokerage initiatives. Ensuring a skilled workforce will also have the benefit of encouraging businesses to both locate and remain in the borough, as well as enabling more sustainable patterns of travel to work.

### Notes

- Evidence from the Hounslow Local Economic Assessment 2011 and the Local Economic Assessment Update February 2014.



# ECONOMIC DEVELOPMENT

## POLICY ED4 - ENHANCING LOCAL SKILLS

### Supporting facts

Figure ED 5.1: Changes in the occupation of residents of the London Borough of Hounslow 2001-2011

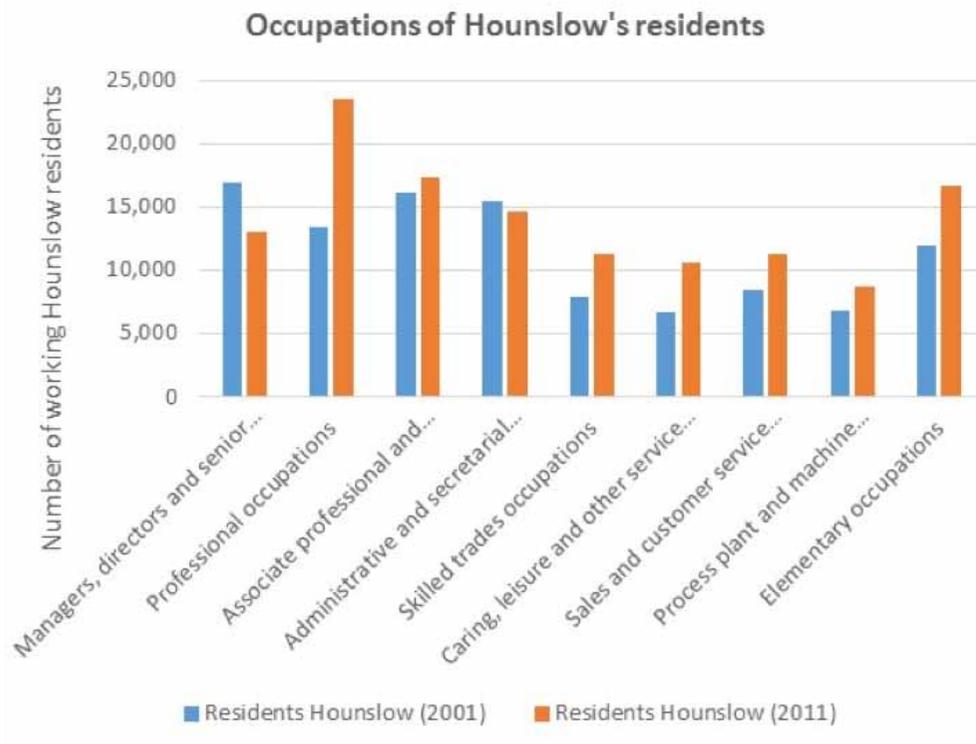
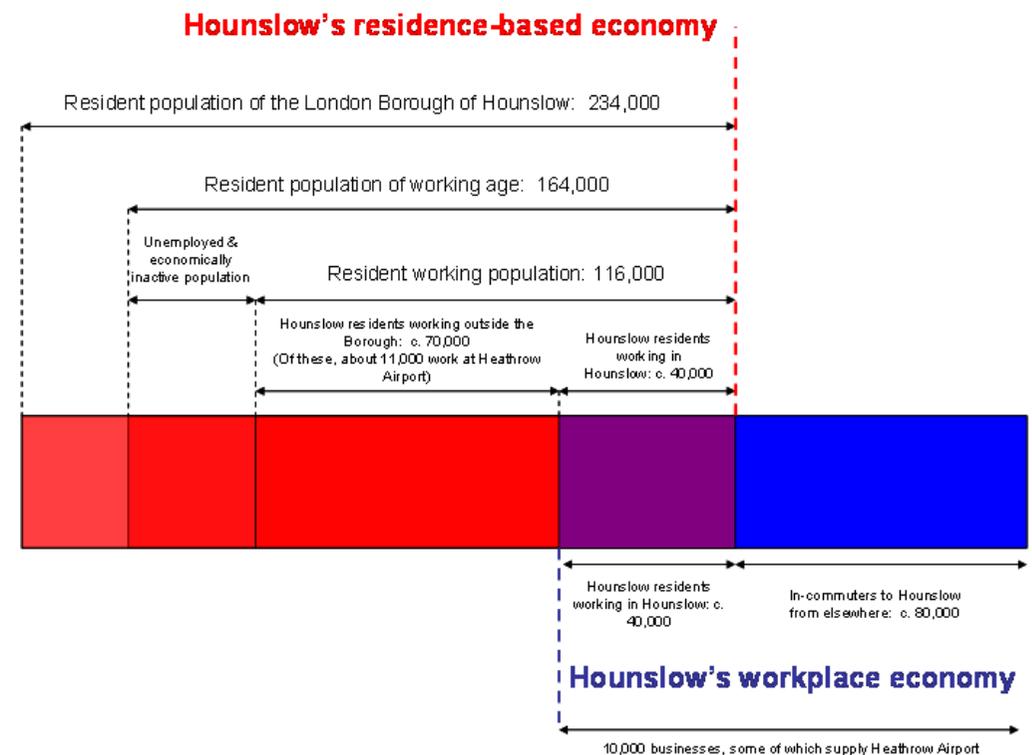


Figure ED 5.2: Mapping the population of the borough's residence-based and workplace-based economy 2011







**CHAPTER FIVE**     **SUSTAINABLE MIXED  
COMMUNITIES**

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

### **Our approach**

We will seek to maximise the supply of housing in the borough to meet housing need in a manner that is consistent with sustainable development principles and is built at a rate that will exceed the London Plan annualised completion targets to achieve at least 12,330 new homes between 2015 and 2030. We will seek new opportunities to augment this growth where new infrastructure investment creates opportunities for levels of growth hitherto found to be unsustainable.

### **We will achieve this by**

- (a) Allocating sites of a range of different sizes and locations to ensure there is a resilient and flexible stock of opportunities for housing development that offers a choice of high quality homes;
- (b) Supporting proposals for new development and conversions on other sites, including small sites, in the context of the presumption in favour of sustainable development;
- (c) 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 otherwise in the Local Plan;

(d) Investigating, collaborating and promoting new opportunities to augment housing delivery targets with sustainable development, including through the preparation of two partial plan reviews for the Great West Corridor and the west of the borough;

(e) Publishing information on the rate of housing completions and the trajectory of deliverable and developable housing supply against an annual monitoring target of 822 additional homes per year. In doing so we will regularly review the need for changes to the site allocations and policies impacting on housing supply as part of a housing implementation strategy;

(f) Recognising that an important contribution to housing supply will come from small infill sites throughout the borough, and requiring the design of these to respond to and reflect local context and character. In doing so we will monitor and manage the cumulative impact of development;

(g) Maintaining a presumption against the development of self-contained residential units within the curtilage of existing dwellings where the proposal would be in conflict with other policies in this plan;

(h) Working with developers to unlock blockages to development and seek to ensure necessary infrastructure is in place in a timely manner; and

(i) Re-considering development proposals in the context of the Local Plan where applications to renew unimplemented planning permissions come forward, and reviewing the need to review Local Plan site allocations in the later phases of the plan period in order to maintain a rolling supply of deliverable housing sites and infrastructure.

### **We will expect development proposals to**

- (j) Have regard to the design standards of the development plan and have regard to related supplementary planning documents;
- (k) Be completed in balance with existing and planned infrastructure, and contribute to the provision of further infrastructure to achieve sustainable development and sustainable mixed communities;
- (l) Include clear information on the anticipated rate of completion of the proposed development, and to construct housing in the phasing anticipated; and
- (m) Provide a clear explanation of why development could not proceed in the case of applications to renew unimplemented planning permissions, and set out a programme of proposed works.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

### We are taking this approach because

5.1 The 2011 Census found that the population of London was growing much faster and in different ways than was previously forecast. Similarly, the borough population has been growing faster, leading to increased levels of housing need and changes to the housing types required. The borough's projected population growth will result in continued demand for new housing in the borough through the lifetime of the Local Plan.

5.2 On the demand side, in accordance with national planning guidance, the council has considered the full extent of objectively assessed housing need in the borough; a range of alternative projections and forecasts are available but these are uncertain. The council considers the best available assessment of unconstrained need to be those derived from the 2014 London Strategic Housing Market Assessment. This indicates a need for (on average) 1350 additional dwellings per annum (dpa) over the period 2015-2030; with a higher rate of new household formation in the early part of the plan period and lower rate in the later part. The level of need will be reviewed regularly through borough housing market assessment taking account of the best available evidence of population and household change across the London housing market area and also more localised patterns.

5.3 On the supply side, the London SHLAA 2014 was designed to address the NPPF requirement to identify supply to meet future housing need as well as being 'consistent with the policies set out in this Framework' (NPPF paragraph 47), not least its central dictum that resultant development must be sustainable. The result is a minimum housing target constrained by the need for a planning balance to ensure sustainable development. The London Plan (March 2015) sets a housing supply target of 822dpa over the period 2015-2025.

5.4 The Local Plan provides for exceeding the annual housing supply target for the whole of the plan period 2015-30, and makes provision to augment this growth where new infrastructure investment creates opportunities for levels of growth hitherto found to be unsustainable. The Plan commits the council to investigate, collaborate and promote new opportunities to augment housing supply targets with sustainable development opportunities in town centres and any surplus industrial sites around existing transport nodes. However, the best opportunities are considered to be where new transport links and major policy change can transform development potential at the emerging Opportunity Area at the Great West Corridor and through a review of the west of the borough including the Heathrow Opportunity Area.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

5.5 This policy seeks to maximise the supply of additional housing in the borough in a manner that is consistent with sustainable development principles, and ensure it is built at a rate of that will meet the London Plan annual completion targets for the relevant period. The council will seek to ensure that during the period between 2015 and 2030, a minimum of 12,330 additional dwellings will be completed. The best available household projections indicate a level of housing need far in excess of the figure of 12,330 dwellings over the plan period. It can be seen from the table and figures below that the spatial focus of new development will shift through the phases of the Local Plan, first to the most accessible locations for regeneration and intensification, then moving on to new opportunities. The evidence base used to identify the capacity for new housing supply does include a contribution from small sites (criterion (b) refers) developed in a manner consistent with the policies of the plan and sustainable development principles. However, it does not require development of back gardens to achieve this.

5.6 Site allocations have been made for a range of types, sizes and spread of sites both to meet a step-change in annual housing delivery (from the previous 470 per year to 822 per year - an increase of 79%), and to ensure resilience to the potential blockages to delivery.

5.7 While in past years the new average annual monitoring target of at least 822 dwellings has been exceeded, to maintain this rate will require a step-change in new housing completions that will be challenging to maintain. This policy commits the council to work with stakeholders and the promoters of development to maintain this rate of new housing development.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

5.8 The increase in housing development will inevitably lead to new pressures on the environment and services, but planning decisions should continue to ensure sustainable development. All new development should conserve and enhance local heritage, respond to and reflect local context and character and comply with policy standards and guidelines. Planning decisions will ensure necessary transport, physical and social infrastructure, including additional school places, will be deliverable in a timely manner to meet the needs generated by new housing development and to support the continuing needs of existing residents and businesses in the borough, whilst avoiding serious harm to the historical and environmental assets and essential character of the borough. The council will monitor the impact of development, including the cumulative impact of small developments, and manage future development through the development management and plan making processes, and where necessary, protect the potential of allocated sites for necessary infrastructure uses (such as education) and make appropriate new site allocations.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

### What this will look like

**Table SC1.1: Distribution of housing growth, showing the sources and broad distribution of housing sites over the plan period**

District	Number of residential units				
	Phase 1	Phase 2		Phase 3	
	2015-20	2020-25		2025-30	
	Large sites (allocated and existing permissions)	Allocated sites	Broad locations	Allocated sites	Broad locations
Bedfont	0	0	31	0	100
Brentford	1454	1237	184	0	228
Chiswick	360	0	296	0	395
Cranford and Heston	313	0	42	0	220
Feltham	63	22	113	22	423
Hanworth	21	0	37	0	97
Hounslow	1255	1243	95	267	98
Hounslow West	114	98	30	250	132
Isleworth	263	131	168	69	262
Osterley and Spring Grove	198	0	15	0	50
<b>Total from large sites</b>	4041	2731		608	
<b>Total from broad locations</b>	0		1011		2005
<b>Total from small sites</b>	1034	805		805	
<b>Grand total by phase</b>	<b>5075</b>	<b>4547</b>		<b>3418</b>	
<b>Grand total 2015-2030</b>	<b>13,040</b>				

- 'Allocated sites' are specific deliverable sites identified in the site allocations in this plan
- Potential developable sites for housing growth have been identified using the pan-London SHLAA (2014) methodology. At this stage these are identified at the scale of 'broad locations' where housing growth will be achieved.
- 'Small sites' are smaller than 0.25ha.
- The ten locations used in this table and the following diagrams are derived from the London Borough of Hounslow Urban Context and Character Study (2014) and do not correspond to electoral wards.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

What this will look like

Table SC1.1A: Further detail to identify the distribution of allocated housing sites and existing planning permissions comprising Phase 1

PHASE 1 DETAIL		
District	Phase 1 (2015-20)	
	Large sites	
	Allocated sites	Existing permissions
Bedfont	0	0
Brentford	1325	129
Chiswick	360	0
Cranford and Heston	276	37
Feltham	63	0
Hanworth	21	0
Hounslow	1148	107
Hounslow West	114	0
Isleworth	263	0
Osterley and Spring Grove	198	0
<b>Total from large sites</b>	<b>3768</b>	<b>273</b>
<b>Total from broad locations</b>	<b>0</b>	
<b>Total from small sites</b>	<b>1034</b>	
<b>Grand total Phase 1</b>	<b>5075</b>	

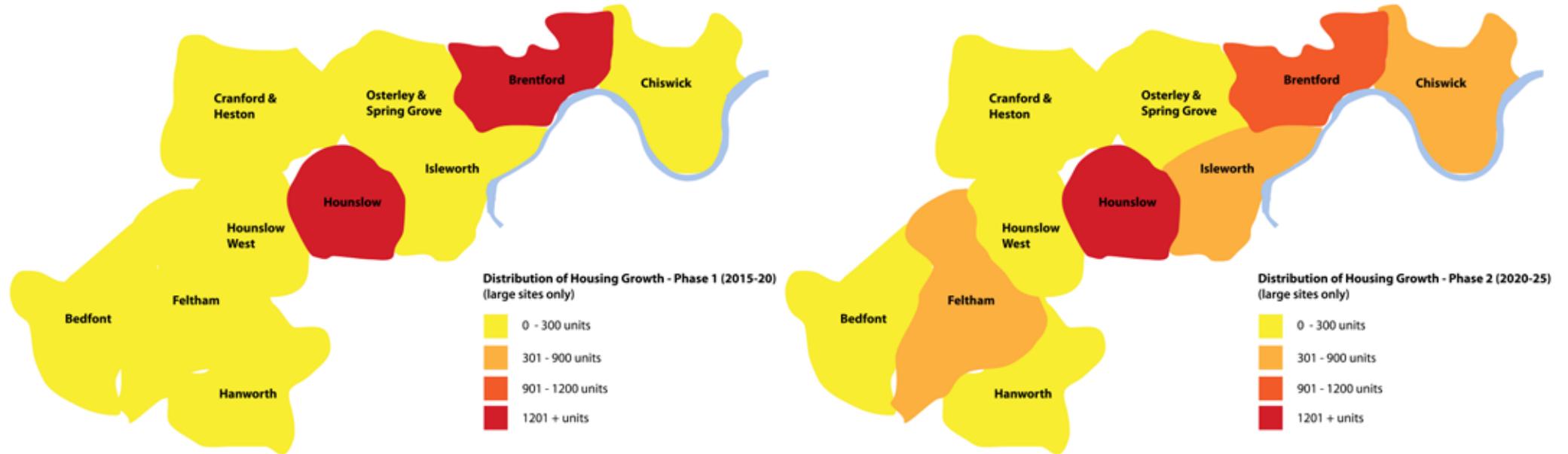


# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

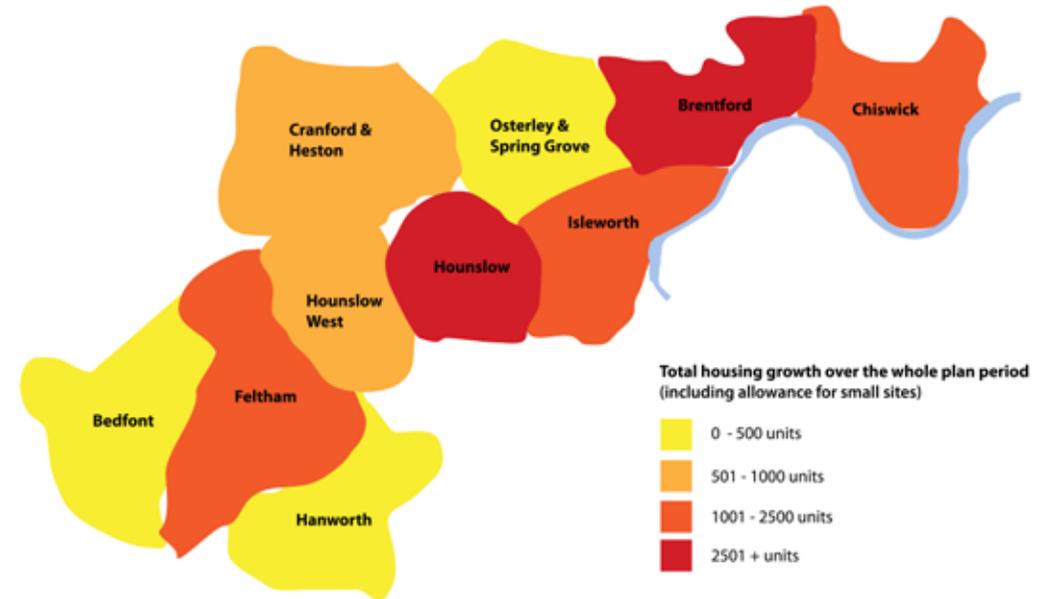
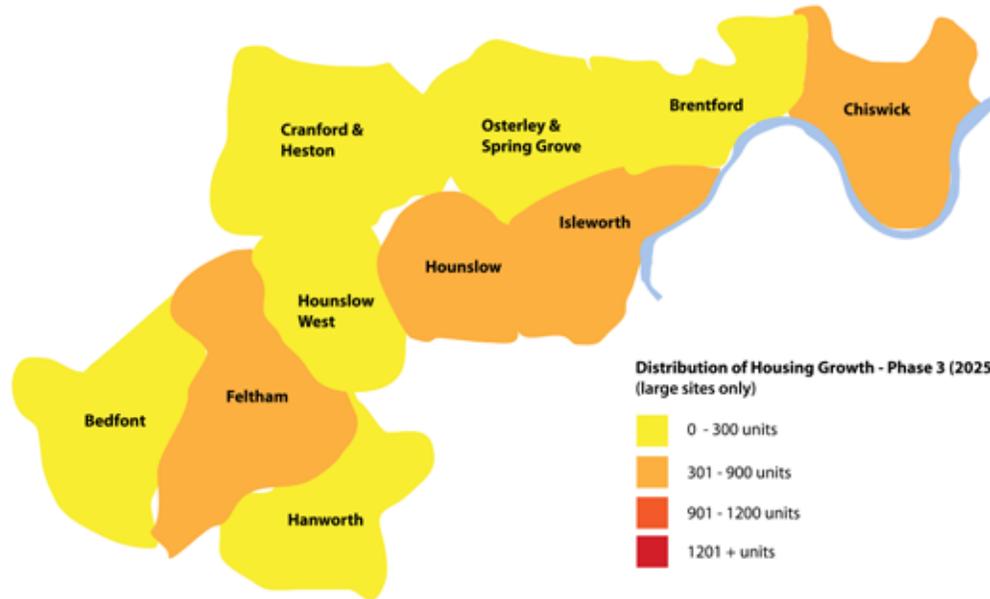
What this will look like

Figure SC 1.2: Spatial strategy for housing growth - diagrams showing the broad distribution of housing growth over the phases of the plan period



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

Table SC1.3: Projected population growth in the borough across the ten districts

London Borough of Hounslow District	Data Index: 12 Round of Demographic Projections - SHLAA-based ward projections 2013-03-26 By LB Hounslow 'Local Plan 2015-30' Districts					
	Census 2011	Projected 2016	Projected 2025	Projected 2030	Increase 2011-30	As %
<b>Bedfont</b>	12,752	13,462	14,319	14,684	1,932	15.2
<b>Brentford</b>	14,404	16,842	19,361	19,981	5,577	38.7
<b>Chiswick</b>	34,490	36,701	39,478	40,727	6,237	18.1
<b>Cranford and Heston</b>	49,543	53,013	56,739	58,420	8,877	17.9
<b>Feltham</b>	27,209	28,785	32,415	33,679	6,470	23.8
<b>Hanworth</b>	23,652	25,805	28,537	29,611	5,959	25.2
<b>Hounslow</b>	26,680	29,300	32,863	34,490	7,810	29.3
<b>Hounslow West</b>	27,479	30,484	34,799	37,015	9,536	34.7
<b>Isleworth</b>	25,634	27,501	30,192	31,054	5,420	21.1
<b>Osterley and Spring Grove</b>	13,083	13,890	14,763	15,118	2,035	15.6
<b>LB Hounslow</b>	254,926	275,783	303,466	314,779	59,853	23.5

### Supporting facts

- Total number of existing dwellings in the borough is estimated to be 97,000 (2011 Census).
- The number of households in the borough has been growing at an average of 1,100 each year over the last decade, increasing from 84,000 households in 2001 to 97,000 in 2011. The Census shows that the average household has increased in size from 2.54 in 2001 to 2.67 in 2011, indicating a rising birth rate and overcrowding because of a shortage of larger affordable family homes for families with dependent children, and a shortage of affordable small accommodation suitable for new households to form.

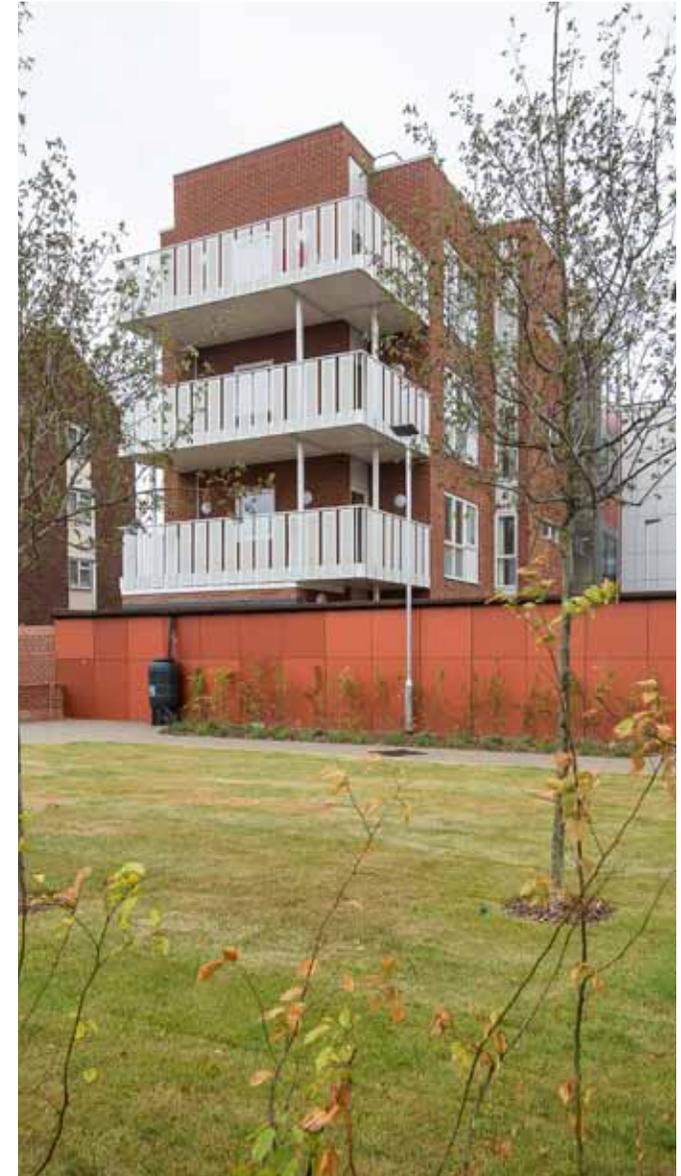
NB. These figures are indicative and derived from ward based projections

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC1 - HOUSING GROWTH

### Notes

- The Local Plan should be in general conformity with the London Plan, including the borough level annual housing growth targets set in the London Plan. The London Plan (2011) set an annual completions target of 470 additional dwellings per year for the borough, broadly similar to the rates in previous plans. The previous Hounslow UDP adopted this rate. In response to the significant increase in new population projections based on the 2011 census, the London Plan (March 2015) sets new housing targets that seek as far as possible to meet rising housing need. This Local Plan seeks to meet an anticipated new annual target of 822 additional homes for the borough over the period 2015-25, and rolls this forward to 2030.
- The London SHMA and SHLAA (2014) provide evidence for the Further Alterations to the London Plan (January 2014); details are available on the GLA website.
- The National Planning Policy Framework requires the local planning authority to demonstrate a five-year supply of deliverable housing sites, and developable sites and broad locations for growth for years 6-10 and 11-15.
- The council will publish monitoring reports to annually monitor the expected rate of housing completions and the delivery of a five-year supply of housing land through a housing trajectory.
- The council will maintain a housing implementation strategy to seek to maintain delivery of a five-year supply of housing land.
- See Implementation Policies IMP1 and IMP2 for further guidance on implementation of all developments including on mixed use sites allocations, the provision of necessary infrastructure and development viability and Urban Context and Character Policies CC1, CC2 and CC4.
- See London Borough of Hounslow Urban Context and Character Study for a definition of the districts given in Figure SC1.2 and Table SC1.3.
- The curtilage of a dwelling is the land immediately surrounding it, including any closely associated buildings and structures, garden land and driveways.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC2 - MAXIMISING THE PROVISION OF AFFORDABLE HOUSING

### **Our approach**

We will maximise the provision of affordable mixed tenure housing on development sites and from all other sources of supply. We have set a strategic target that 40% of additional housing delivered across the borough between 2015 and 2030 be affordable.

### **We will achieve this through:**

- (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;
- (c) Recognising that development proposals with a significant amount of existing floorspace will result in a lower CIL liability which could further enhance viability for the delivery of a greater proportion of affordable housing than would otherwise be achievable. Vacant Building Credit (VBC) will also be applied in this context whereby the Council will seek the maximum reasonable amount of affordable housing across areas of increased floorspace, recognising improvements in overall viability that may have been secured through the application of VBC on existing floorspace; and
- (d) Delivering and supporting the delivery of affordable housing through other sources of supply, such as local authority new builds, reuse of empty homes and various forms of specialist housing.

### **We will expect development proposals to**

- (e) Provide an open book financial viability assessment and any supporting evidence to demonstrate the maximum provision of on-site affordable housing is being proposed on sites with a capacity for 10 or more homes, with reference to the 40% strategic affordable housing target as well as the impacts of existing floorspace through VBC and reduced CIL liability. Developers may also be asked to facilitate an independent viability assessment by a third party where requested by the council;
- (f) Provide affordable housing on-site, unless the council considers that such provision is not practical or feasible, in which case off-site provision or appropriate cash in-lieu payments may be considered in exceptional circumstances;
- (g) Deliver a mix of 60% affordable/social rented and 40% intermediate tenures on all qualifying sites; and
- (h) Provide an appropriate mix of both housing size and tenure in accordance with housing need as set out in Policy SC3.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC2 - MAXIMISING THE PROVISION OF AFFORDABLE HOUSING

### **We are taking this approach because**

5.9 The need for affordable housing in the borough significantly outstrips the capacity and supply. The council's Housing Needs Assessment (2009) identifies that approximately half of all households in the borough seeking to move cannot afford market housing, either to rent or buy (assuming 40% of income is spent on housing).

5.10 This policy seeks to maximise the provision of affordable housing on all sites. However the council is aware that the on-site provision of affordable housing will be limited by overall development viability and other policy objectives. The council's CIL and Local Plan viability study evidence demonstrate that in most cases schemes can accommodate an affordable housing requirement between 10% and 40% (without grant funding), and between 30% and 40% in higher value areas. A strategic borough-wide affordable housing target of 40% of new homes from all sources (including new build, council housing building programme, bringing empty homes back in to use, purchase of street properties and government initiatives such as

Low Cost Home Ownership) has been set by the council over the lifetime of the plan. In addition, evidence prepared in the preparation of the Local Plan has demonstrated that the application of the Vacant Building Credit will have significant impact on the quantum of affordable housing delivered as the majority of allocated development sites contain existing floorspace. Consequently, the council's approach will be to seek the maximum viable amount the eligible floorspace a scheme can deliver, which may be significantly above the strategic target of 40% affordable housing.

5.11 In terms of the tenure of affordable housing provision, the Local Plan proposes a strategic split of 60% affordable/social rented and 40% intermediate housing in recognition of the role intermediate housing can play in freeing-up social rented housing and helping Londoners get a first step onto and move up the housing ladder. This 60/40 strategic split will be applied in the borough as a starting point for negotiation. It is acknowledged that deliverability will vary on a scheme-by-scheme basis depending on available funding sources and circumstances that will be demonstrated in the financial viability assessment.

5.12 To take account of changes in market conditions in accordance with paragraphs 50 and 205 of the NPPF, the council will require a further financial viability assessment of a scheme upon partial or full completion based upon the actual finances of the scheme nearer to completion for schemes presently anticipated to deliver low levels of affordable housing. Further information will be made available in an Affordable Housing Supplementary Planning Document.

5.13 The Local Plan does not specifically allocate sites exclusively for groups of people wishing to build their own homes or other specialist affordable housing needs, however supporting information submitted with such proposals will be positively considered. A proportion of all development should be designed to be readily adaptable to wheelchair users.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC2 - MAXIMISING THE PROVISION OF AFFORDABLE HOUSING

### Notes

- The London Plan Policy requires boroughs to negotiate the maximum reasonable amount of affordable housing on individual schemes to contribute to meeting housing need, and to achieve mixed and balanced communities with housing choice. Policy 3.13 requires affordable housing provision on all sites with capacity to provide 10 or more homes, applying the density guidance set out in Policy 3.4 of that Plan. This also provides for boroughs to seek a lower threshold where justified.
- The London Plan Policies 3.10, 3.11 and 3.12 define affordable housing; address the setting of affordable housing targets and the negotiation of provision on a site by site basis.
- The council will publish monitoring reports to annually monitor the delivery of market and affordable housing.
- The Community Infrastructure Levy and Local Plan Policies Viability Study (2014) demonstrate that the housing policy together with the other requirements of CIL and the whole of the Local Plan is financially viable. Affordable housing funding over the plan period is unknown but based on past funding, past performance and current evidence, a 40% target is considered reasonable.
- The Hounslow Housing Strategy (2013) and Hounslow SHMA (2009 and 2014 update) address evidence of housing need in the borough and the council's strategy.
- The London Housing Strategy (2014) and Further Alterations to the London Plan (2014) update the policies and mechanisms necessary to step up the delivery of housing across London.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC3 - MEETING THE NEED FOR A MIX OF HOUSING SIZE AND TYPE

### **Our approach**

We will seek to meet local housing need by securing a mix of new housing type, size and tenure across the borough.

### **We will achieve this by**

- (a) Seeking a mix of new housing to meet objectively assessed and evidenced local need, based on the latest and/or most specific available evidence, and applying the general housing need mix requirements summarised in Figure SC3.1;
- (b) Negotiating the housing mix requirements using the mix summarised in Figure SC 3.1 as the starting point for the consideration of all housing proposals, whether achieved through change of use, conversion or new development;
- (c) Using this mix as the basis of monitoring new development across the borough and in local areas, and possibly adjusting site mix requirements in the light of the results of this evidenced monitoring;
- (d) Promoting and supporting appropriate specialist housing to meet specific affordable housing needs, including sites for groups of people wishing to build their own home; and

(e) Recognising that new housing development completed each year is a relatively small part of the total housing stock in the borough, which will be adapted to meet housing needs with and without the need for express planning permission. Trends in the subdivision and change to the existing housing stock will be monitored, and aspects of these changes will be managed where necessary to help best meet housing need.

### **We will expect development proposals to**

- (f) Provide a mix of new housing as summarised in the Figure SC 3.1, unless otherwise agreed with the council on the basis of evidence;
- (g) Include a schedule of housing accommodation size and tenure; and
- (h) Provide a unit of family accommodation at ground floor or with direct access to the external amenity space where sub-division of large family houses (>130sqm 'original' floor area) is proposed.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC3 - MEETING THE NEED FOR A MIX OF HOUSING SIZE AND TYPE

### We are taking this approach because

5.14 An important part of understanding the need and demand for housing for the borough's population is to ensure that new housing is of an appropriate size and type, and that the existing stock is managed appropriately too. To this end the council undertakes objectively assessed housing needs assessments and monitors new building and changes to the existing housing stock, with this work being reported through the latest Hounslow Borough Housing Market Assessment and Annual Monitoring Reports.

5.15 The latest Borough Housing Market Assessment has provided the source of mix included in Table SC3.1 below. This will be reviewed to take account of the latest Strategic Housing Market Assessment produced by the GLA for the London housing market area together with Borough Housing Market Assessment and the latest available projections and analysis. The requirements the council seeks will be based on the best available objective assessment of demand need, including careful consideration of the specific needs of different groups of occupiers, such as older people, families with children and single people. The council will also take account of evidence of specialist housing need submitted with any proposal, as well as any special characteristics of the site and the results of borough-wide and local area monitoring of recently completed development.

**Table SC 3.1: General housing need mix requirements**

Tenure	One bedroom	Two bedroom	Three bedroom	Four bedroom +
Market	30%	40%	25%	5%
Intermediate	35%	40%	16%	9%
Social or Affordable Rent	25%	45%	25%	5%

(until superseded by new evidence published by the council)



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC3 - MEETING THE NEED FOR A MIX OF HOUSING SIZE AND TYPE

### Supporting facts

- The total number of dwellings in the borough is currently estimated to be 97,000 (2011 Census).
- Of these, 18% have one bedroom, 32% have two bedrooms, 35% have three bedrooms and 10% have four bedrooms
- Of those dwellings completed in the last eight years, 32% have one bedroom, 46% have two bedrooms and 16% have three bedrooms.
- Further information on housing need is available from the Strategic Housing Market Assessment produced by the GLA and the borough Housing Market Assessments. These will be regularly reviewed.

### Notes

- For the purposes of the Local Plan, a unit of family accommodation is defined as that providing two bedrooms and four bed spaces or more.
- London Plan Policy 3.8 addresses the need for housing choice.
- The National Planning Policy Framework (paragraph 159) requires that local planning authorities have a clear understanding of housing needs in their area, and that they should produce a Strategic Housing Market Assessment (SHMA) to identify the scale and mix of housing and range of tenures that is likely to be needed over the period of the plan. This should meet household and population projections taking account of migration and demographic change, address all types of

housing need including those of different groups in the community, families with children, older people, people with disabilities, service families and people wishing to build their own home.

- The GLA Strategic Housing Market Assessment (2014) and the Borough Housing Market Assessment (2009), and subsequent Reviews, provide evidence on the form of housing need.
- Policy SC5 addresses the need for a proportion of homes to be designed to be readily adaptable to wheelchair users.
- Policy SC6 seeks to manage the sub-division of large family houses to include at least one family unit, or in appropriate locations, to provide a large HMO (Policy SC10 refers).
- Policy SC8 addresses specialist housing needs including those of older people.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC4 - SCALE AND DENSITY OF NEW HOUSING DEVELOPMENT

### **Our approach**

We will ensure the scale and density of new housing development balances the need to make efficient use of land and achieves high quality design and accessibility, whilst responding to and reflecting local context and character and protecting existing residents' amenity. Large-scale developments will be required to include a mix of land uses and spaces to help create a sense of place and community neighbourhood.

### **We will achieve this by**

- (a) Optimising housing output, taking into account the policies for context and character, the design standards in the Local Plan and public transport accessibility on a case-by-case basis;
- (b) Applying the design standards contained within this Local Plan to ensure the delivery of high quality developments which will not compromise the amenity of existing and future residents; and
- (c) Having regard to the density ranges contained within the London Plan Policy 3.4 to help guide the design and scale of new housing developments. Notwithstanding this consideration, where opportunities to maximise housing densities at suitable larger sites in areas of good public transport accessibility exist or can be created, they should be explored where all other planning policies can be fully satisfied to achieve sustainable development.

### **We will expect development proposal to**

- (d) Meet the design standards set out in Building Regulations and the Local Plan and expanded upon within detailed supplementary guidance documents, including but not limited to, demonstrating compliance with prevailing daylighting standards (BRE Guidance 2011) and habitable room window separation guidance; and
- (e) Respond to the Urban Context and Character Study, Conservation Area Appraisals, planning briefs, Neighbourhood Plan and other guidance prepared.

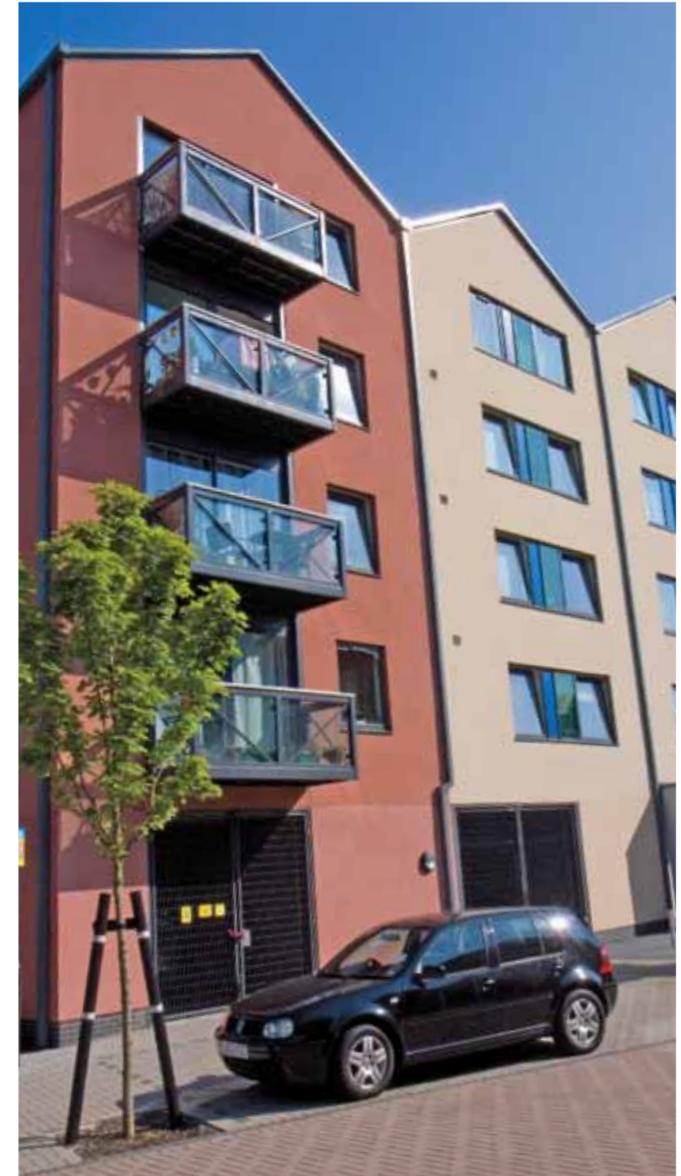
# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC4 - SCALE AND DENSITY OF NEW HOUSING DEVELOPMENT

### We are taking this approach because

5.16 The London Plan provides a strategic scale broad-brush matrix of possible housing density in different types of location and accessibility, as measured by Public Transport Accessibility Level (PTAL). While this approach is a useful guide at a pan-London scale, the council will expect all proposals to adopt a more sophisticated approach that is responsive to the context and character of the site and its setting, and the assessment of the real multi-modal transport accessibility (including the impact of committed improvements) to proposal sites. The Urban Character and Context Study reveals the complexity of identified urban types compared to the broad brush London Plan Density Matrix.

5.17 The housing growth enabled through the Plan reflects the aims of improving the quality and design of housing, application of the density matrix and sustainable development principles. Development proposals should not compromise the amenity of existing and future residents or the important characters of the area, including the amenity and character of back garden spaces. Proposals will be considered in the context of planning policies, supplementary guidance and evidence including the Urban Context and Character Study. Assessed against these policies, proposals for inappropriate garden land development will be rejected.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC4 - SCALE AND DENSITY OF NEW HOUSING DEVELOPMENT

### Notes

- The council has published a borough-wide Urban Context and Character Study, which describes significant defining characteristics of development types and local geographic areas, offering design recommendations. The study is available on the council's website and is supported by Policy CC1.
- The London Plan Policy 3.5 and supplementary housing guidance address the quality and design of housing development, including space standards.
- The London Plan (March 2015) Policies 3.4 and 3.7 define 'large sites' where higher densities served by good public transport as appropriate to be of 5ha and accommodating more than 500 dwellings.
- The council will update the supplementary guidance on residential extensions and design.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC5 - ENSURING SUITABLE INTERNAL AND EXTERNAL SPACE

### **Our approach**

We will ensure new housing development contributes to improving the quality and design of housing in the borough. Developments will be required to be of the highest quality internally and externally, and meet the demands of everyday life for the intended occupants, whilst offering flexibility to meet changing needs and respect the principles of good neighbourliness.

### **We will achieve this by**

- (a) Applying the minimum internal space standards for all new housing developments and residential conversions, as set out in the Nationally Described Space Standard;
- (b) Seeking that provision of private external space that is usable and affords privacy and security with regard to the benchmark external space standards set out in Figure SC5.2; and
- (c) Ensuring the delivery of a minimum 10% of new dwellings provide enhanced accessibility or adaptability where the local authority is responsible for allocating or nominating a person to live in that dwelling.

### **We will expect development proposals to**

- (d) Demonstrate compliance with the Nationally Described Space Standard with a flexible approach taken to residential conversions to achieve heritage conservation objectives;
- (e) Demonstrate through a clear design rationale how the benchmark external space standards contained in Figure SC5.2 have been considered. The exact area and character of external amenity space will vary according to the size and use of the dwelling unit;
- (f) Show how the aspect, usability, sense of enclosure and prevailing pattern established by local character have been considered in external open space proposals to create sufficiently high quality living conditions. The arrangement of external amenity space across a site should also be carefully considered to ensure an appropriate balance of public, communal and private space. In family sized units, there should be direct and easy access to a good sized private garden;

- (g) Be in accordance with the London Plan where flatted developments are proposed. This requires the provision of a minimum 5sqm of private outdoor space for all 1 to 2 person dwellings, with an additional 1sqm for each additional occupant. Balconies should be designed as an integral part of the building's elevation to maximise a beneficial aspect, and avoid positions that result in unacceptable overlooking and loss of privacy to other units or existing nearby dwellings; and
- (h) Contribute to the achievement of other objectives in the Local Plan where development proposals compromise the delivery of elements of this policy.

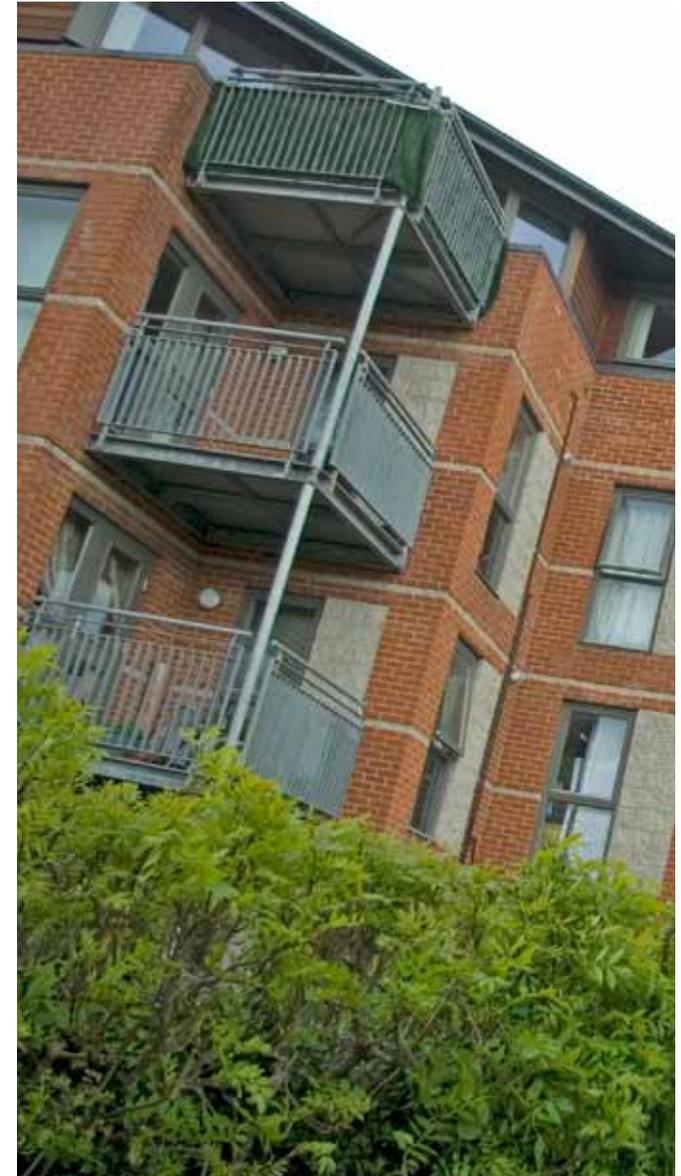
# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC5 - ENSURING SUITABLE INTERNAL AND EXTERNAL SPACE

### **We are taking this approach because**

5.18 New housing should provide the highest quality of internal and external space to meet the demands of everyday life for the occupants, including adequate space for people, moving around, their belongings and furnishings, and a range of activities. This requires a suitable quantity and quality of space for members of the household, of different ages and mobility, both to be together and to have a degree of privacy and space for activities such as home study and occasional home working when needed. In addition, a suitable quantity and quality of external amenity space, appropriate for relaxation as well as essential activities (such as waste recycling, drying space and storage), is also needed.

5.19 The standards and guidance for internal space are set out in the London Plan and associated Supplementary Planning Guidance and based on research and evidence supporting the London Plan and prepared in line with the former Lifetime Homes Standards, Housing Quality Indicators and other evidence. The external space standards adopted in the borough reflect the more open outer-suburban character of the borough compared to the more general pan-London standards of the London Plan. This additional outdoor space is an essential characteristic of suburbia and the borough and the reason why people wish to live in the borough. This character should be maintained so that residents choose to stay. The standards applied reflect the well-established standards of the Hounslow UDP and Supplementary Planning Guidance for houses with updates drawing on the London Plan to address the requirements for open space within flatted developments and conversions.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC5 - ENSURING SUITABLE INTERNAL AND EXTERNAL SPACE

**Figure SC 5.2: Benchmark external space standards**

### Houses

For houses the usable amenity space should be provided to no less than the following standards:

3 habitable rooms	50sqm
4 habitable rooms	60sqm
5 habitable rooms and over	75sqm

In addition to size the layout of the amenity space must always provide a suitable shape, aspect and siting. Extensions or on-site car parking should not result in undue loss of garden space.

### Flats and other forms of residential development including conversions

Other forms of development should provide a combination of private outdoor space for every flat and communal open space.

A minimum of 5sqm of private outdoor space should be provided for each 1-2 person dwelling and an extra 1sqm should be provided for each additional occupant of that dwelling. This can be provided in the form of usable balconies, roof terraces or private garden space.

Communal external space should be provided at no less than the following standards:

For each flat

Up to 3 habitable rooms	25sqm
4 habitable rooms	30sqm
5 habitable rooms	40sqm

Less a reduction for the area of private space provided for each flat.

There should be a safe and convenient pedestrian access from every dwelling to communal space(s) of good and usable aspect and quality. These should be well landscaped and maintained, protect privacy and personal security and not be readily overlooked or accessible by non-residents. Extensions or on-site car parking should not result in undue loss of usable garden space.

In the case of flats and building conversions the quantitative space requirements will be applied with regard to exceptional design considerations.

### Notes

- The internal housing space and wheelchair and other adaptability and accessibility standards required of new housing development should comply with the 'Technical Space Standards Nationally Described Space Standard' and Housing Optional Technical Standards and any superseding standards, where specified by the London Plan. (This refers to the optional Building Regulation requirements M4(2) and /or M4(3) as appropriate.) These standards consolidate and supersede the previous Lifetime Homes and other guidance and standards.
- Policy CC2 addresses design quality.
- London Plan Housing Policies and the Housing SPG provide further detailed requirements and standards.
- These standards draw on research and standards provided through: Lifetime Homes Guidance, Building for Life, HCA Housing Quality Indicator Standards, RIBA Case for Space and other good practice. Also, the Hounslow UDP standards that have been consistently supported in planning appeal decisions.
- The council will update the supplementary guidance on residential extensions and design.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC6 - MANAGING BUILDING CONVERSIONS AND SUB-DIVISION OF THE EXISTING HOUSING

### Our approach

To manage the conversion of buildings and the subdivision of existing housing stock so as to contribute to housing supply without having an adverse impact of the character of an area, or residents' amenity.

### We will achieve this by

- (a) Establishing a minimum net original floor area threshold for the conversion of houses to flats;
- (b) Requiring at least one family-sized unit (two bedroom - four person or more) be provided at ground floor in any residential conversion;
- (c) Recognising that properties in locations suitable for more intensive household occupancy may be appropriate for conversion to HMO (Policy SC10) or conversion to several flats, other locations will be preferred to remain as family houses or potentially for conversion to flats of a more modest intensity of occupancy;
- (d) Ensuring all residential conversions maintain the amenity of neighbours and the general character of the surrounding area; and
- (e) Considering the cumulative impact of the proposed conversion with others in the vicinity of the application site.

### We will expect development proposals to

- (f) Have a minimum 130sqm net original internal floor area to be considered suitable for conversion or subdivision;
- (g) Provide at least one family-sized unit at ground floor, except in locations not considered suitable for families;
- (h) Have regard to the internal and external space standards;
- (i) Provide a good standard of living conditions and amenity for future occupiers in terms of privacy, daylight and outlook;
- (j) Be of a high quality design and include provision for the storage of waste and recycling; and
- (k) Ensure that there is no undue loss of amenity for neighbouring occupiers and the surrounding area.

### We are taking this approach because

5.20 The borough contains over 97,000 dwellings as well as other non-residential buildings that may be suitable for conversion and/or sub-division to create several independent flats. In terms of the application of Policy SC6, subdivision includes the conversion of existing outbuildings for use as separate dwellings. The policy supports the conversion of larger existing houses to flats where the 'original' floor area of the house is in excess of 130sqm (this reflects the minimum standards of internal space required for new development). However the conversion of residential properties that have been previously extended (or to which out-buildings have been added) to create a total accommodation of at least 130sqm will not be supported. In the latter situation, the impact of multiple-occupation on the residential amenity and character of the surrounding established residential area is likely to give rise to serious harmful impact.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC6 - MANAGING BUILDING CONVERSIONS AND SUB-DIVISION OF THE EXISTING HOUSING

### Notes

- Policy SC10 establishes principles for the conversions to HMOs, which will be considered favourably as an alternative to a conversion to flats, depending upon the suitability of the location of the property to accommodate intensive household occupancy. Usually HMOs result in more occupants living as individual households, resulting in more cars, comings and goings, etc. In other locations the retention of large family houses for family occupation or conversion to flats rather than an HMO will be preferred.
- Policy SC7 addresses housing extensions and the conversion of buildings to housing as a matter of housing supply.
- Policy SC5 addresses internal and external space standards for housing.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC7 - RESIDENTIAL EXTENSIONS AND ALTERATIONS

### Our approach

We will support the extension and improvement of residential properties provided all extensions and alterations (including outbuildings, basements, and the construction of paving and driveways) maintain the character of the area, and do not result in harm to the amenity of neighbouring residents, existing and future occupants, and the built and natural environment.

### We will achieve this by

- (a) Requiring that all alterations and additions do not harm the existing character and appearance of the building and its context by ensuring development has regard to relevant design guidance and standards set out in Supplementary Planning Documents;
- (b) Ensuring development responds to and reflects the design recommendations in the Urban Character and Context Study and Conservation Area Appraisals;
- (c) Preparing guidance for basement extensions in the form of a Supplementary Planning Document; and
- (d) Using planning conditions to prevent the use of outbuildings or extensions as self-contained dwellings.

### We will expect development proposals to

- (e) Complement the original building, harmonise with adjoining properties and maintain the character of the general street scene and the character and amenity of private spaces (including rear gardens);
- (f) Minimise harm to neighbouring residents (such as avoiding an unacceptable loss of daylight/sunlight, outlook or by creating an unacceptable sense of enclosure) and future occupants through high quality design;
- (g) In the case of an extension or outbuilding development, have regard to the quality, character, materials and scale of the principal building, be subordinate to the existing building, and not over develop the site in terms of mass and density;
- (h) Respect the surrounding established context including the quality and size of gardens.
- (i) Have regard to further design guidance as set out in Supplementary Planning Documents, and design recommendations in the Urban Context and Character Study and Conservation Area Appraisals; and
- (j) Have regard to the design standards set out in the Local Plan and Supplementary Planning Documents where the development of outbuildings, extensions and alterations are carried out under householder permitted development rights.

### We are taking this approach because

5.21 The council promotes and supports a high standard of urban design and architecture for all development that respects heritage and the natural environment; this applies equally to small scale householder development of extensions, minor alterations and outbuildings. However, the cumulative impact of these many minor developments can have a significant impact, and therefore policies for design and environmental quality will apply in all cases. This policy highlights some specific advice in respect of smaller scale residential development.

5.22 The scope for the scale and appearance of an extension should reflect the building, setting and local context and character rather than achievement of a uniform borough-wide 'standard'. The Urban Context and Character Study and other guidance prepared by the council provide an essential basis that designs should reflect.

5.23 The system of householder permitted development rights provides for a variety of smaller scale development without the need for further planning approvals, although building regulation approval may still be required. However those promoting such developments will be encouraged to reflect the council's policies and guidance in the design of their proposals.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC7 - RESIDENTIAL EXTENSIONS AND ALTERATIONS

### Notes

- Hounslow Supplementary Planning Guidance (1997) provides design guidance for residential extensions and alterations, and successor documents will improve on this to provide design guidance having regard to the Urban Context and Character Study 2014.
- London Plan housing supplementary planning guidance provides further guidance addressing the quality and design of housing development including space standards.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC8 - SPECIALIST AND SUPPORTED HOUSING

### Our approach

We 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.

### We will achieve this by

- (a) Supporting the provision of purpose built supported housing to meet specialist housing needs where the proposed accommodation will meet identified local need (for example, Extra Care Housing, Supported Housing for People with Learning Disabilities, Mental Health Problems, Homeless People with Support Needs and Young People);
- (b) Carefully considering the need for further nursing and care homes with regard to the evidence submitted of the need for that form of provision and alternative forms of provision to meet that need; and
- (c) Requiring a proportion (in excess of 10% dependant on client group) of supported housing to be designed for or readily adaptable to meet the needs of wheelchair users.

### We will expect development proposals to

- (d) Be developed in partnership with the council and/or health partners;
- (e) Have nomination arrangements for Supported Housing and Extra Care Housing agreed with the council to maximise the utilisation for local residents, and to ensure against the importation of need from outside the borough;
- (f) Be clear about how the provision will meet the needs of the borough's residents;
- (g) Be of a size appropriate to the service user group and level of need; and
- (h) Support the integration of vulnerable residents with specialist housing need into communities.

### We are taking this approach because

5.24 The number of vulnerable adults living in the borough is rising significantly. Life expectancy is increasing, resulting in a larger older frail population and growing numbers of children and young people with complex and multiple disabilities are surviving into adulthood. Historically, the borough has placed its most vulnerable residents into institutional care often outside of the borough due to lack of suitable provision locally. These have often been in placements made into private hospitals, nursing homes and residential care homes.

5.25 Current policy and evidence show that people residing in institutional settings have poorer life outcomes, are often at a higher risk of abuse, and the health and social care costs are disproportionate to actual need. Typically institutional care is more expensive and less enabling than supported housing models. There is a strong policy drive in the council, in accordance with the national agenda, to reduce the number of placements into residential and nursing care, in favour of independent accommodation with care and support or supported housing where appropriate. The supply of appropriate supported accommodation within the borough is limited and the existing stock is not always fit for purpose. There is an overprovision of private nursing and residential care in the borough, however local need for care homes will be balanced against strategic benchmarks for care homes.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC8 - SPECIALIST AND SUPPORTED HOUSING

5.26 In order to meet the challenges of increasing need and the reduction in local government and NHS funding, the council will work in an integrated way with health partners and in collaboration with developers to increase the quantity of high quality supported housing stock and adapted housing in the borough, in order to meet the supported housing demand

forecasting based on local demographics and which supports the continuum of care for an individual. Consistent with the Plan's support for development that facilitates assisted living in the local community, the Plan supports the design of buildings and healthy place to support health and wellbeing and Lifetime Neighbourhoods objectives.

### Supporting facts

- The GLA report 'Assessing Potential Demand for Older Persons Housing in London - March 2014' updates the modelling of older persons housing demand and supply, reflecting the housing tenure patterns amongst older people and the revised household projections based on the 2011 Census.
- The report identifies potential demand for 145 specialist older persons housing units per year in the borough over the period 2015-2025, with 95pa for sale, 30pa intermediate sale and 20pa affordable rent.
- The council monitors planning consents for care homes, extra care or assisted living accommodation, and sheltered

housing schemes. London-wide, care homes are still the dominant form of new provision of older person's accommodation in London.

- While the borough has a relatively young population profile compared to that typical in London and the UK, the number of older people is increasing rapidly, with implications for specialist housing provision, increased support and care. In the period 2001 - 2011 the borough's older population (65 years age and above) increased by 10.2% compared to a 19.6% increase in the population as a whole. In the period 2012 - 2018 the number of older people is projected to increase by 14.5% compared to a 9.74% increase in the whole population.

### Notes

- The case for reducing out of borough placements and the reduction in use of institutional care and the increase in provision of supported housing in the borough is supported in the following documents:
  - i. Mental Health: Hounslow Clinical Commissioning Group Out of Hospital Strategy and Better Care Closer to Home (2012) and North West London NHS Shifting Settings of Care;
  - ii. Learning Disabilities: Hounslow's Joint Learning Disabilities and Adult Social Care Commissioning Strategy 2010 -2016, The Winterbourne View Concordat(2013), Valuing People Now (2009); and
  - iii. Extra Care Housing: Older People Review of Housing, Care and Support approved by Cabinet recommended a planning target of 160 Extra Care units (Council, Other Public Sector or Registered Provider) in April 2012.
- The report for the GLA 'Assessing Potential Demand for Older Persons Housing in London - March 2014' updates the modelling of older persons housing demand and supply, reflecting tenure amongst older people and the revised household projections based on the 2011 Census.
- The concept of Lifetime Neighbourhoods is addressed in the London plan's vision and strategy, policies 2.15 and 7.1 and glossary and Housing SPG.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC9 - GYPSY AND TRAVELLER AND TRAVELLING SHOWPEOPLE

### Our approach

We will give careful consideration to the needs of Gypsies, Travellers and Travelling Showpeople and provide appropriate accommodation where it meets an identified need and will fully satisfy the criteria in this policy.

### We will achieve this by

- (a) Safeguarding the borough's authorised Gypsy and Traveller site in Cranford known as 'The Hartlands'. This allocation provides sufficient capacity to expand to accommodate anticipated future need;
- (b) Considering proposals for additional pitches on alternative sites where there is an identified unmet need and the use of the site would have no serious adverse impact on the amenity of occupiers of adjoining land, and no serious adverse impact on the visual amenity of the locality; and
- (c) Ensuring that additional pitches can be supported by adequate social infrastructure in the locality.

### We will expect development proposals to

- (d) Ensure proposals for additional pitches have good and safe access from the road network, with adequate turning space for vehicles and no adverse impacts on traffic movements in the locality; and
- (e) Ensure the proposed pitch provision is for an appropriate layout in terms of pitches, amenity buildings, employment space, hard-standing, open space and landscaping.

### We are taking this approach because

5.27 Gypsy and Traveller accommodation is a specialist form of housing accommodation provision suitable of the needs of qualifying people, for which adequate provision should be made to meet evidenced need in accordance with national planning policies. The need for this form of accommodation is limited in the borough and suitable affordable provision is made on one site ('The Hartlands') that includes space to improve the existing 20 pitches and provide 6 more to meet projected need. There are several sites in the Feltham area that provide the 'winter quarters' base for a significant population of Travelling Showpeople, representing some 55% of the entire London population of showpeople.

5.28 In the event that a suitable supply of sites is not available to meet demonstrated need, proposals will be considered in terms of the criterion above and policies of the Plan.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC9 - GYPSY AND TRAVELLER AND TRAVELLING SHOWPEOPLE

### Notes

- National planning policy requires that provision be made for Gypsies, Travellers and Travelling Showpeople as part of meeting housing need. The London Boroughs' Gypsy and Traveller Accommodation Needs Assessment (2008) projects future need for accommodation.
- The existing council-owned Gypsy and Traveller site at The Hartlands has been in use since approximately 1970 and currently comprises 20 pitches. These are overcrowded.
- The Hounslow Housing Strategy 2014-2018 document outlines a need for up to 20 improved pitches and 6 new pitches by March 2015.
- Planning permission was granted in February 2014 for the refurbishment and extension of the site within the safeguarded site.



# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC10 - HOUSING IN MULTIPLE OCCUPATION, HOSTELS AND BED & BREAKFAST ACCOMMODATION

### Our approach

We will recognise that Housing in Multiple Occupation and the temporary accommodation provided by hostels and bed and breakfast accommodation are a responsive and flexible part of the range of housing provision necessary to meet the needs of individuals and families within the borough, and to support these in locations suitable for more intensive occupancy.

### We will achieve this by

- (a) Supporting proposals for change of use to create new Housing in Multiple Occupation (for six occupiers or more) in appropriate locations (outlined in (d) below) for intensive occupancy, and where these help meet housing need and comply with the required standards;
- (b) Supporting proposals for temporary accommodation in appropriate locations (outlined in (d) below) including new hostels and bed and breakfast accommodation where these help meet housing need and comply with required standards for registration; and
- (c) Not requiring the provision of a family-sized ground floor unit in proposals for conversions into HMOs, hostels and bed and breakfast accommodation.

### We will expect development proposals to

- (d) For Housing in Multiple Occupation, hostels and bed and breakfast accommodation, be located within convenient walking distance of town centre facilities and good public transport links;
- (e) Have a minimum 'original' floor area greater than 130sqm to be suitable for conversion into non-family HMO, hostel or bed and breakfast accommodation, where these are located within convenient walking distance of town centre facilities and good public transport links;
- (f) Include suitable facilities for the storage and collection of waste and recycling in a manner that complies with waste authority guidelines and will not have a serious impact on the character and appearance of the local area; and
- (g) Demonstrate that proposals together with other similar development in the surrounding area will not have a serious harmful cumulative impact on the character and residential amenity of the area.

### We are taking this approach because

5.29 Private rented accommodation, including the letting of 'spare' bedrooms and property sharing by groups of individuals, provides a flexible and responsive housing resource for singles and families moving into the local housing market. The multiple occupations of smaller houses in this way do not require planning approval. However, the creation of larger Housing in Multiple Occupation for 6 occupiers or more, and the development of temporary accommodation in a hostel or bed and breakfast format, constitutes a change of use that requires planning approval. These are of a scale that can bring about material change and impacts on the surrounding area and consequently require planning approval.

5.30 This policy supports the conversion of larger houses to HMO (rather than flats as provided for in Policy SC6) in certain locations only, and where the 'original' floor area of the dwelling is in excess of 130sqm. The conversion of properties that only achieve a total floorspace of more than 130sqm because of previous or proposed extension will not be supported. In the latter case, the impact of multiple-occupation on the residential amenity and character of the surrounding area is likely to give rise to serious harmful impact. In making planning decisions the council will consider the cumulative impact of the proposal together with other similar developments in the surrounding area upon residential amenity and character.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC10 - HOUSING IN MULTIPLE OCCUPATION, HOSTELS AND BED & BREAKFAST ACCOMMODATION

5.31 The development should be located in a place that can absorb the more intensive household occupancy of 6 or more individuals living as separate households and sharing a property. Compared to occupancy as a large family house or as several flats, this will give rise to increased movements from home to shops, services and work by occupiers that are unlikely to each have access to a private car. Therefore it is a requirement that proposals for such accommodation be located within a reasonable walking distance (considered to be 400m) of town centre facilities and public transport. However this may not be such an important factor for hostel accommodation catering for families, which are likely to generate less movement and for which other factors may be of more importance.

5.32 The council operates a HMO registration scheme and manages the licensing of different types of accommodation to ensure suitable facilities are provided in accommodation. In turn these registrations require compliance with necessary Building Regulations for safety and protection. These considerations will not be duplicated in planning decisions but the local planning authority will liaise and share information when appropriate.

### Supporting facts

#### Housing in Multiple Occupation

- Planning approval is required for conversion of a property for occupancy by 6 or more individuals living as separate households and sharing a property.
- Licences are required under housing legislation on a different basis. Mandatory licences are issued under the national mandatory scheme which all councils in England and Wales must operate. This applies to HMOs of 3 or more storeys with 5 or more occupiers sharing basic amenities.
- Additional Licences are licences issued under the borough's additional scheme. These are discretionary schemes and not all councils have them. The borough's scheme applies to HMOs of 2 or more storeys with 4 or more occupiers sharing basic amenities. The scheme is currently being extended to the whole borough from the five central wards where it currently applies.

### Notes

- Hounslow Housing Strategy (2014) recognises the contribution of Housing in Multiple Occupation and explains measures to improve the quality of provision.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC 11 - STUDENT ACCOMMODATION

### Our approach

We will provide for student accommodation in appropriate locations that are convenient for higher education institutions within or near to the borough.

### We will achieve this by

- (a) Ensuring that the development is in an area with good public transport accessibility (normally PTAL 4-6) with access to local conveniences;
- (b) Ensuring that the proposal would not generate additional demand for on-street parking;
- (c) Ensuring there would be no loss of existing housing or sites allocated for conventional housing supply; and
- (d) Ensuring that the development does not have a detrimental impact on the local area, and will include agreement of a management and maintenance plan for the accommodation to demonstrate how the amenity of neighbouring properties will be protected and what steps would be taken to minimise the impact of the accommodation on neighbouring uses.

### We will expect development proposals to

- (e) Demonstrate the site is in an area of good accessibility by public transport (normally PTAL 4-6) and cycling networks;
- (f) Provide accommodation of high quality, including size of units, daylight and sunlight standards;
- (g) Provide a proportion of accessible accommodation to meet the needs of disabled students; and
- (h) Be secured to the occupation of specific education institutions or where this is not the case, providers should, subject to viability, deliver an element of student accommodation that is affordable for students in the context of average student incomes and rents for broadly comparable accommodation provided by London universities.

### We are taking this approach because

5.33 The borough does not have an allocation of student accommodation under the London Plan, however the council will support new development for student accommodation in locations which are accessible by sustainable modes of transport.

5.34 Some compromise on conventional residential standards may be acceptable but all development should provide a suitable standard of amenity to the occupiers, recognising that occupants will occupy the accommodation on a non-permanent basis and enjoy the use of recreational and domestic facilities available through the educational institution.

5.35 The occupation and use of the development should be compatible with the amenity of neighbouring occupiers and character of the area.

# SUSTAINABLE MIXED COMMUNITIES

## POLICY SC 11 - STUDENT ACCOMMODATION

### Notes

- Information on the affordability of student accommodation is available through the Mayor's Academic Forum and in the London Plan Annual Monitoring Report.
- The London Plan Policy 3.8 Housing Choice addresses the need for student accommodation provision as part of providing housing choice and supporting higher education in London.





**CHAPTER CONTEXT AND  
SIX CHARACTER**

# CONTEXT AND CHARACTER

## POLICY CC1 CONTEXT AND CHARACTER

### **Our approach**

We will recognise the context and varied character of the borough's places, and seek to ensure that all new development conserves and takes opportunities to enhance their special qualities and heritage.

### **We will achieve this by**

- (a) Improving and promoting the appreciation of the character and qualities of the distinctive areas of the borough, by securing development that sensitively and creatively responds to an area's character and by refusing poor quality design;
- (b) Sustaining and conserving those areas which have a high quality, well established and coherent character that is sensitive to change;
- (c) Enhancing those areas which have a medium quality, mixed character and which would benefit from sensitive improvement and intervention;
- (d) Transforming those areas which have a low quality, poorly defined character and/or where an opportunity exists to establish a new coherent character, enhancing positive elements where they exist; and
- (e) Monitoring and updating the Urban Context and Character Study and ensuring the study informs any supplementary planning documents.

### **We will expect development proposals to**

- (f) Have due regard to the Urban Context and Character Study and demonstrate how the proposal:
  - i. Responds to the design recommendations for each character area and urban type within which their development proposal is located.
  - ii. Responds to the wider context and history of the area, its communities, its natural landscape and its urban structure, form and function.
  - iii. Conserves and takes opportunities to enhance particular features or qualities that contribute to an area's character, e.g. mature trees.
  - iv. Provides opportunities to help form a new character or improve the poor aspects of an existing character that could benefit from enhancement; and
  - v. Responds to any local architectural vernacular that contributes to an area's character, for example bay windows.

# CONTEXT AND CHARACTER

## POLICY CC1 CONTEXT AND CHARACTER

### We are taking this approach because

6.1 Successful, legible and loved places are those that provide a character that is easy to understand and relate to, and that buildings and the spaces created should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood. The council shares the aspiration in the London Plan that the city should delight the senses, take care of its buildings and streets, and have the best of modern architecture, whilst making the most of its heritage assets.

6.2 The council has produced an Urban Context and Character Study which has identified, described and assessed the character and quality of the borough across its 11 study areas. This is a key part of the evidence base, which through extensive field survey work, historical research and input from local amenity groups, has identified areas in terms of design quality, sensitivity to and likelihood of change and suitability for tall buildings. In some areas, the character is well-defined with high-quality buildings and spaces that require cherishing and preserving, and where any change should be sensitive to this established character. In other areas the character is less defined, more mixed and generally lower quality, where opportunities to improve the character should be welcomed. A map of these areas can be found in the Urban Context and Character Study and will be subject to periodic updates.

6.3 The study also assists developers in understanding where a place has come from, where it is now, and where it is going and helps guide development proposals to respond sensitively to an area's character.



# CONTEXT AND CHARACTER

## POLICY CC1 CONTEXT AND CHARACTER

### Supporting facts

#### How context and character is considered at the national, London-wide and local levels

- The NPPF makes it clear that local authorities should develop policies that are rooted in an understanding and evaluation of an area's defining characteristics.
- The London Plan Policy 7.4 and SPG on Context and Character sets out how LPAs must identify areas of different character and which ones should be protected, sustained and enhanced.
- The London Borough of Hounslow Urban Context and Character Study (2014) has established 232 character areas identified across 10 discrete study areas and one cross-cutting study area covering the entire borough. Each character area was surveyed, described, assessed and a response formed, covering which ones should be conserved, enhanced or transformed.



# CONTEXT AND CHARACTER

## POLICY CC1 CONTEXT AND CHARACTER

### Notes

- Context can be defined as the way in which places, sites and spaces interrelate with one another whether physically, functionally or visually, or the way in which they are experienced sequentially and understood. Context is essentially 'what's there'.
- Character is created by the interplay of different elements, including the physical or built elements that make up the place, the cultural, social and economic factors which have combined to create identity, and the people associated with it through memories, association and activity. If context is essentially 'what's there', character is 'what it's like'.



# CONTEXT AND CHARACTER

## POLICY CC2 - URBAN DESIGN AND ARCHITECTURE

### **Our approach**

We will retain, promote and support high quality urban design and architecture to create attractive, distinctive, and liveable places.

### **We will achieve this by**

- (a) Ensuring proactive urban design forms an integral part of council development plans, programmes and processes, and prioritising design guidance for areas of change and intensification;
- (b) Working with applicants at an early stage (pre-application) to guide and shape the design of development proposals;
- (c) Reviewing built and proposed developments, decisions and advice to help raise design standards and awareness of the value of good design;
- (d) Working with housing providers to improve the design of estates as part of wider regeneration programmes;
- (e) Working with local communities to understand and improve the urban design of their areas through, for example neighbourhood plans; and
- (f) Using good practice guidance such as By Design, the Urban Design Compendium, the Mayor's Housing Design Guide, Mayor's Housing SPG, and Building for Life assessments.

### **We will expect development proposals to**

- (g) Understand, integrate and where possible add to the natural landscape; including the topography, geology, existing features, landscape context, local flora and fauna and wider ecological setting of an area. Schemes should ensure that trees are suitably sited, protected during detailed design and construction, and provide amenity for the long term through effective maintenance arrangements;
- (h) Deliver the right land use mix, amount and density in the right places to support the rejuvenation of our town centres and the creation of healthy, diverse and varied places;
- (i) Create places that are easy to get to and through, foster active lifestyles, are easy to understand and navigate and feel safe during the day and night, with a particular focus on pedestrians and cyclists;
- (j) Function well in themselves and in their effect on surrounding areas, have a positive impact on the amenity of current and future residents, visitors and passers-by and help create Lifetime Neighbourhoods that foster social interaction and capital;

# CONTEXT AND CHARACTER

## POLICY CC2 - URBAN DESIGN AND ARCHITECTURE

(k) Respond meaningfully and sensitively to the site, its characteristics and constraints, and the layout, grain, massing and height of surrounding buildings. The orientation of buildings and uses on sites to make best use of opportunities for passive design and access to daylight/sunlight should be considered;

(l) Provide a clear distinction between private, semi-private and public space, through an understanding of fronts and backs of buildings, ground floor uses, and continuity of street frontages and enclosure of space to help foster comfortable, usable and safe places;

(m) Provide a high quality, comfortable, safe and attractive public realm, well-integrated into its surroundings through using clear, well-defined boundary and building lines to address and animate the public realm;

(n) Ensure buildings and spaces are designed to stand the test of time and are easily adaptable and resilient to social, economic and technological change, and can accommodate movement and car parking in a safe and useable way;

(o) Promote and support contemporary architecture that responds intelligently to current and future lifestyles, needs and technology, whilst ensuring it's rooted in local context, at all scales;

(p) Promote low carbon design and incorporate energy efficiency measures that are themselves well integrated into the design and appearance of the development;

(q) Carefully consider external appearance, its composition and arrangement, through the use of high quality, durable materials and finishes and careful, considered detailing for building facades which add visual interest and richness to the street scene. A clear indication of how buildings are used and occupied should be presented, seizing opportunities for passive design wherever possible;

(r) Be designed to mitigate noise and air quality issues which significantly affect parts of the borough;

(s) Be designed so it is fully accessible to people with disabilities or impaired mobility;

(t) Provide adequate outlook, minimise overbearingness and overshadowing, and ensure sufficient sunlight and daylight to proposed and adjoining/adjacent dwellings; reduce reliance on single aspect dwellings, particularly if north facing, within noise bands C and D (as defined in the Noise Supplementary Planning Document) or containing 3 bedrooms or more; provide adequate levels of privacy and minimise direct overlooking through the careful layout, design and orientation of buildings and spaces; and

(u) Make well-designed provision for bicycles, and the acceptable storage of refuse, materials for recycling and composting and for convenient access for its deposit and collection in consultation with the council's waste services. Enclosures should be robust, well ventilated and attractively integrated with the building and screened for privacy and security.

# CONTEXT AND CHARACTER

## POLICY CC2 - URBAN DESIGN AND ARCHITECTURE

### We are taking this approach because

6.4 Urban design considers how a building or area works, looks and feels. It includes the design and architecture of buildings and their relationship with the spaces between them, and the streets, squares, parks and linkages which form a whole greater than the sum of their parts. The quality of our buildings and public spaces is important as they form the backdrop for social and economic life. They can help or hinder, inspire or dull people's everyday lives. Achieving good design is critical to securing sustainable communities. Where this does not happen there can be negative long-term, social, environmental and economic impacts on an area.

6.5 The NPPF attaches great importance to the design of the built environment and states that good design should contribute positively to making places better for people. Design covers how an area functions, not just how it looks, and should be informed by an understanding of its prevailing character, history and identity. Development should create long-term value by investing in good design and high quality materials, to help ensure places can stand the test of time as evidenced by the appeal of historic areas and buildings that can be enjoyed across the borough.

6.6 The borough has a number of different physical and landscape characters, many of high quality, which attract residents, visitors and workers, such as Osterley and Syon Parks. Increasing the amount of new housing and development density, together with changes in work-type and car-use also means that development must use the principles of good urban design to absorb change appropriately. This includes intensifying and uplifting areas where there is room for improvement and change.

6.7 Across the borough, and particularly in growth areas, the council will work with partners to secure exemplary urban design and architecture and create high quality, distinctive places. The council will proactively manage growth and change, and work with applicants to explore and shape design issues through the pre-application process, ensuring that significant design matters such as layout and form are addressed at the earliest possible stage. The council aims to prepare more detailed design guidance for specific places (e.g. masterplans, urban design frameworks) and types of development or design topics (e.g. residential extensions guidance, streetscape guidance, tall buildings and amenity space). By working proactively with local people, developers and others, the council will ensure good design is embedded into its plans, programmes and development schemes from the outset.

6.8 Urban design and architecture are also important contributors to health outcomes, particularly through the encouragement of more active lifestyles. 'Active design' can be achieved through a range of measures, including: creating and maintaining mixed uses; encouraging walking and cycling; improving access to public transport; ensuring new development connects with existing parks and open spaces for recreation; providing facilities like showers and cycle storage that support exercise; and designing building exteriors and public realm that contribute to pedestrian friendly environments.

# CONTEXT AND CHARACTER

## POLICY CC2 - URBAN DESIGN AND ARCHITECTURE

### Supporting facts

#### Defining urban design

Urban design can be defined as 'The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.' (From By Design: Urban design in the planning system: towards better practice)

### Notes

- The borough is leading on significant public investment in Hounslow and Brentford town centres and along the Golden Mile where much of the work is focused on improving the urban design quality of the area through public realm and building works.
- For more information on urban design objectives see By Design, urban design in the planning system: towards better practice (DETR 2000)
- The Mayor's Housing SPG contains guidance on space standards, privacy, daylight and sunlight matters, whilst BRE guidance includes standards on sunlight and daylight in site layouts.
- Further information on active design is set out in Hounslow's Joint Health and Wellbeing Strategy and the Design Council's Active by Design - A Short Guide.



# CONTEXT AND CHARACTER

## POLICY CC3 TALL BUILDINGS

### Our approach

To contribute to regeneration and growth, we will support tall buildings of high quality in identified locations which accord with the principles of sustainable development.

### We will achieve this by

- (a) Supporting tall buildings in Hounslow town centre;
- (b) Supporting a limited number of tall buildings in Feltham town centre;
- (c) Supporting a limited number of tall buildings in Brentford town centre. These should be carefully designed and sensitively placed so as not to have a significant adverse impact on the setting of, views from and between heritage assets including Royal Botanic Gardens Kew World Heritage Site, Syon Park and the Thames foreshore landscape. They should also respect and respond to the area's special townscape and heritage value;
- (d) Supporting tall buildings along sections of the A4 Golden Mile frontage. Specific sites will be identified in the Great West Corridor Plan subject to the delivery of strategic public transport improvements. These should be carefully placed so as not to create a wall of tall buildings, ensuring they relate sensitively to surrounding residential areas and do not

- have a significant adverse impact on the setting of, or views from heritage assets including Gunnersbury Park, Royal Botanic Gardens Kew World Heritage Site, Syon Park and Osterley Park;
- (e) Preserving 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 along main streets (for example London Road), to assist with way-finding and where the opportunity exists for higher density development;
- (f) Not seeking to replace existing tall buildings which are in inappropriate locations (assessed against the criteria of this policy) and not allowing them to be a justification for the provision of new ones;
- (g) Undertaking more detailed design analysis including a study to identify spatial sensitivities; and
- (h) Working with our partners, particularly Historic England and Royal Botanic Gardens Kew World Heritage Site.

# CONTEXT AND CHARACTER

## POLICY CC3 TALL BUILDINGS

### We will expect tall building development proposals to

- (i) Be sensitively located and be of a height and scale that is in proportion to its location and setting, and carefully relate and respond to the character of the surrounding area;
- (j) Be of the highest architectural design and standards; be attractive, robust and sustainable;
- (k) Be of a scale that reflects their relevance and hierarchical importance when located within a grouping/cluster of tall buildings;
- (l) Be designed to give full consideration to its form, massing and silhouette, including any cumulative impacts, and the potential impact of this on the immediate and wider context;
- (m) Relate heights to widths of spaces to achieve comfortable proportions, and provide a positive edge to the public realm and a human scale through the careful treatment of ground floors and lower levels;
- (n) Provide for a comfortable and pleasant microclimate which minimises wind vortices and over-shadowing;

- (o) Provide for biodiversity within the building form and be sensitive to surrounding open spaces including waterways to ensure minimal impact;
- (p) Take opportunities to enhance the setting of surrounding heritage assets, the overall skyline and views;
- (q) Carefully consider the façade and overall detailing to ensure visual interest, vertical and horizontal rhythms, an indication of how the building is inhabited, internal thermal comfort and the visual break-up of the building visually at varying scales;
- (r) Use materials and finishes that are robust, durable and of the highest quality, with facades providing innate interest, variety and function;
- (s) Incorporate innovative approaches to provide high quality, usable, private and communal amenity space where residential uses are proposed; and
- (t) Comply with the requirements of the Public Safety Zone.



# CONTEXT AND CHARACTER

## POLICY CC3 TALL BUILDINGS

### We are taking this approach because

6.9 The borough is predominantly low rise, characterised by two to three storey buildings giving a general building height of up to 10m. The majority of medium rise buildings (up to 20m) can be found in and around town centres or along main routes such as the London Road. The Urban Context and Character Study defines a tall building in the borough as any building or structure which is over 20m in height and/or which is significantly taller than the surrounding townscape and/ or which recognisably changes the skyline. Building height is measured from the ground plane to the roof, including the height of any rooftop plant. The majority of buildings above 20m are located in and near the Chiswick Business Park, along the Golden Mile and in Brentford, Hounslow and Feltham town centres.

6.10 Due to the relatively flat topography of the borough and its low, open landscape, tall buildings are generally inappropriate as they can dominate the skyline over a very wide area. Way-marking can come from distinctiveness rather than size, so tall buildings should be placed in suitable locations where access to public transport is good and they provide a relevant marker and focal point. Located in the right place and designed sensitively, tall buildings can add to an area's townscape and image, assist in regeneration, mark a town centre/ public transport node or assist in way-finding.

6.11 The borough has a number of tall buildings that do not positively contribute to the townscape and their existence should not be grounds for the provision of more. The council also recognises that creating successful, vibrant urban environments is about compactness and density, not necessarily about height of buildings. The density and spacing of buildings and their architectural quality are important factors in creating well used public spaces and a coherent, attractive townscape.

### Supporting facts

#### Tall buildings in the London Borough of Hounslow

- There are, at the time of publication, 96 tall buildings (taller than 20m) in the borough.
- The tallest building in the borough is, at the time of publication, the 25 storey (75m) mixed use 'The Tower' on Brentford's Golden Mile and near the important junction with Ealing Road, completed in 2014.
- The borough's tall buildings were constructed essentially within two periods: the 1960s and 1970s era of high-rise residential and office building, which gave little consideration to their location and their visual and environmental impact; and the 1990s and 2000s urban renaissance, an era of greater understanding and application of urban design principles.
- It should be noted that an assessment of a character area as having any degree of suitability for tall buildings should not be taken to imply that every location within that area is suitable. Applications for tall buildings will be expected to include considered and thorough urban design and architectural analysis demonstrating why a specific site is an opportunity for a tall building.

# CONTEXT AND CHARACTER

## POLICY CC3 TALL BUILDINGS

### Notes

- The council's definition of a tall building is 'any building or structure which is over 20m in height and/or which is significantly taller than the surrounding townscape and/ or which recognisably changes the skyline.' Refer to the Urban Context and Character Study for more detailed baseline information and assessment criteria on tall building suitability.
- Public Safety Zones (PSZ) are designated areas of land close to airport runways, within which development is restricted in order to control the number of people at increased risk of aircraft related hazards. PSZ maps are published by the Department for Transport, with policy set out in Department for Transport circular 01/2010 (Control of development in airport public safety zones).
- The council will produce supplementary guidance on the type and location of tall buildings within the borough in due course. The work will consider tall building types, e.g. very tall buildings/slender towers/mixed use towers/ground scrapers, and how they might be accommodated in the borough. The study will also include urban design analysis that identifies appropriate locations for the various types of tall buildings, and will include protection of sightlines and views identified in the Royal Botanic Gardens Kew World Heritage Site Management Plan (2011).



# CONTEXT AND CHARACTER

## POLICY CC4 HERITAGE

### **Our approach**

We 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.

### **We will achieve this by**

- (a) Collating a borough-wide Heritage Strategy to guide a long-term, ambitious strategy for the continued conservation, enhancement and enjoyment of the significance of the borough's heritage assets, in consultation with the borough's local history societies and residents;
- (b) Conserving and taking opportunities to enhance the significance of the borough's network of designated and non-designated heritage assets and their settings, identifying new assets where appropriate and recognising the cumulative positive impact of heritage assets in a given area in consultation with the borough's local history societies and residents. We will use Article 4 directions where appropriate to enhance conservation of character or fabric;
- (c) Promoting heritage-led regeneration, particularly where this brings long term value and sense of place to development, such as in our town centres and along the Golden Mile. We will aim to secure the regeneration of heritage assets at risk, including those within Gunnersbury Park, Hanworth Park, Boston Manor House and the former Hounslow Powder Mills sites;

- (d) Working with Royal Botanic Gardens Kew World Heritage Site, London Borough of Richmond and Historic England to conserve and enhance the outstanding universal values of The Royal Botanical Gardens Kew World Heritage Site, its buffer zone and its setting, including views to and from this asset. This includes assisting in the implementation of the World Heritage Site Management Plan;
- (e) Promoting the appropriate re-use of historic buildings and supporting schemes that conserve the significance of, and provide the heritage asset with a sustainable, long-term use;
- (f) Working with our network of partners to ensure the borough's heritage is accessible, appreciated, valued and enjoyed by residents, workers and visitors;
- (g) Conserving and enhancing the strategic and local views identified in the Urban Context and Character Study that give the borough its character, visual richness and coherence; and by maintaining and updating a schedule of views; and
- (h) Conserving and enhancing the borough's beneficial and historic landmarks identified in the Urban Context and Character Study, which provide a strong visual and physical presence in the townscape.

# CONTEXT AND CHARACTER

## POLICY CC4 HERITAGE

### **We will expect development proposals to**

- (i) Conserve and take opportunities to enhance any heritage asset and its setting in a manner appropriate to its significance;
- (j) Retain, conserve and reuse a heritage asset in a manner appropriate to its value and significance;
- (k) Demonstrate that substantial harm to or loss of a heritage asset is avoided, unless exceptional circumstances can be demonstrated, consistent with the NPPF;
- (l) Demonstrate that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset (see Glossary), this harm will be outweighed by the public benefits of the proposal, including securing its optimum viable use; or
- (m) Have regard to any harm to, or loss of, the significance of a non-designated heritage asset, including from both direct and indirect effects. Non-designated heritage assets include locally listed buildings, Archaeological Priority Areas and areas of special local character.

### **Buildings and structures**

- (n) In the case of alterations, extensions or changes of use of a heritage asset a proposal should demonstrate that:
  - i. It is in keeping with the character of the building and harmonious with its surroundings and the wider character of the area; and, with particular respect to listed buildings or identified aspects of locally listed buildings, it preserves their special architectural or historic character and any features they may possess;
  - ii. It is of a high quality design and sympathetic in terms of scale and form to the original building and in the use of materials and other details to the period and style of the original building;

- iii. Opportunities to mitigate or adapt to climate change through the re-use or adaptation are maximised as long as this is not to the detriment of important aspects of character;
- iv. That it maintains the character of interiors and retain internal features of interest including layouts, methods and means of construction where these are important;
- v. That the original use is no longer viable and the benefits of the proposed use are demonstrated and would be in keeping with the character of the area; and
- vi. That a record is made and submitted of features of interest found, to be maintained and extended during works. Sustainability and salvage aspects should be factored into proposals.

# CONTEXT AND CHARACTER

## POLICY CC4 HERITAGE

### Conservation areas

- (o) 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; and
- (p) Retain and reuse any building in a conservation area which makes or can be adapted to make a positive contribution to the character of the area. Where a building makes little contribution to the area, consent for demolition will not be given unless there are approved plans for redevelopment or reuse of the land which will conserve and enhance the character of the area. Sustainability and salvage aspects should be factored into proposals.

### World Heritage Site

- (q) Conserve and enhance the internationally recognised Outstanding Universal Value of the Royal Botanic Gardens Kew World Heritage Site, its buffer zone and its setting, including views to and from the site.

### Sites of archaeological importance

- (r) We will expect the development proposal to submit an Archaeological Evaluation Report if the proposal falls within or adjacent to an Archaeological Priority Area;
- (s) We may require that an on-site assessment by trial work (archaeological field evaluation) is carried out before any decision on the planning application is taken; and
- (t) We will require any nationally important remains and their settings to be preserved permanently in situ, subject to consultation with Historic England as the borough's archaeological adviser. If preservation in situ is required the development proposal will need to accommodate this in the design.

### Scheduled ancient monuments

- (u) Conserve and enhance a scheduled ancient monument and its setting if affected. Proposals must assess and submit an evaluation report if the proposal affects a scheduled ancient monument.

### Strategic and local views

- (v) Conserve and enhance any strategic or local views identified in the Urban Context and Character Study and undertake a visual impact assessment to demonstrate no adverse impacts on the designated view or on views from Royal Botanic Gardens Kew World Heritage Site.

### Registered parks and gardens

- (w) Consider adding to the list and encouraging preservation and enhancement through appropriate management measures.

### Listed Buildings at Risk

- (x) Continue to assist with Historic England's Register of Heritage at Risk, adding items where necessary but seeking their removal by developing a proactive strategy for working with owners to ensure the continued conservation of the significance of the boroughs heritage assets.

# CONTEXT AND CHARACTER

## POLICY CC4 HERITAGE

### We are taking this approach because

6.12 The borough enjoys a network of heritage assets and aspects that defines its origins and illustrates distinctiveness. A heritage asset can be a landscape, place, building, monument or feature that has been identified as having special architectural or historic interest. Within the borough, these range from Grade I statutorily Listed Buildings such as Syon House, located with other listed buildings in registered Syon Park and lying within the 141ha of Isleworth Riverside's designated conservation area, to individual or groups of buildings that are locally listed for their contribution to an area's character. Outside the borough, the Royal Botanic Gardens Kew World Heritage Site lies in the London Borough of Richmond. Its international importance is set out in the Statement of Outstanding Universal Value and part of its buffer zone falls within the London Borough of Hounslow, Syon Park is specifically mentioned as being the focus of one of the garden vistas on the opposite banks of the Thames. Its setting includes, affects and contributes to the borough, including Syon Park. We have a duty to assist in preserving Royal Botanic Gardens Kew's outstanding universal value which includes a rich and diverse historic landscape and an iconic architectural legacy, which in turn provides benefit in views and character to, and recognition of, the assets of the London Borough of Hounslow.

6.13 The protection and enhancement of the historic environment is a core principle that as well a legal duty underpins sustainable development, as outlined in the NPPF. The borough's heritage assets are irreplaceable resources and are particularly sensitive to change and development, requiring special protection and careful treatment to sustain their value and importance for future generations. Development can impinge on the settings of the most important assets, whilst the value of lesser ones can be whittled away through attrition and incremental change. Alternatively their conservation and the sensitive reuse of heritage assets in regeneration and development proposals can act as an important catalyst, adding significant social, economic and environmental value and contributing positively to the quality and character of new development, and the value of the borough.



# CONTEXT AND CHARACTER

## POLICY CC4 HERITAGE

### Supporting facts

#### The borough's heritage assets

- The Context and Character Study has found that the character and identity of an area is heavily derived from its historical pattern of development, whether it's along the borough's historic Roman road and later incarnation as a great coaching route; its medieval pattern of lanes, villages, riverside settlements and the great estates; the effects of Hounslow Heath and the industrial revolution; its rows of Victorian terraced housing or art deco edged highways of the twentieth century; or the showpiece gems such as Boston Manor, Chiswick House, Osterley House and Chiswick Mall.
- Definitions of designated and non-designated heritage assets are provided in the Glossary (Appendix 2).
- Maps and descriptions of the Areas of Special Character and Archaeological Priority Areas can be found in the Urban Context and Character Study.
- The council will maintain and publish a List of Buildings of Local Townscape Character.



# CONTEXT AND CHARACTER

## POLICY CC4 HERITAGE

### Notes

- Historic England has published a range of guidance to inform planning decisions relating to heritage, including the English Heritage Policy Statement - Enabling Development and the Conservation of Significant Places, Conservation Principles: Policies and Guidance (2008), The Repair of Historic Buildings (2005), Seeing the History in the View: A Method for Assessing Heritage Significance in Views (2011), The Setting of Heritage Assets (2011).
- The Royal Botanic Gardens Kew has published a range of guidance to inform planning decisions relating to heritage, including the Royal Botanic Gardens Kew World Heritage Site Management Plan (2011) and the Statement of Outstanding Universal Value.
- The Mayor of London has published the London's World Heritage Sites: Guidance on Settings Supplementary Planning Guidance, which provides further guidance on planning decisions near the World Heritage Site.



# CONTEXT AND CHARACTER

## POLICY CC5 ADVERTISEMENT PANELS, HOARDINGS AND STRUCTURES

### Our approach

We recognise that advertisements can have economic development benefits and that they may support regeneration objectives in appropriate locations, however all advertisements must respect their context with suitable regard to considerations of amenity and public safety.

### We will achieve this by

- (a) Focusing advertisements in town centres, shopping parades and areas of commercial activity;
- (b) Ensuring that advertisements do not adversely impact on the setting of heritage assets, the skyline or the amenity of residential properties. Any impact will be assessed in terms of its significance;
- (c) Encouraging all corporate branding, signage and advertisements (including illuminated advertisements and lighting) positively contribute to an area and resisting adverts that will cause severe harm in terms of townscape, amenity and public safety;

- (d) Reviewing the existing Areas of Special Advertisement Control and where appropriate, designating additional areas for protection due to their sensitivities; and
- (e) Encouraging the use of temporary shrouds and advertising where these make a positive contribution to the appearance of an area during construction or on-site works;

### We will expect development proposals to

- (f) Describe the advertisement and the supporting structures in every case;
- (g) Demonstrate that the advertisement and associated structure are of a size, design, scale and degree of illumination that is compatible with the surrounding buildings, other advertising and the wider area;
- (h) Demonstrate that the advertisement, the illumination and associated structure do not appear obtrusive or unduly dominant on the skyline, including during the hours of darkness. Reference should be made to the requirements of the ILP (Institute of Lighting Professionals) Technical Note 5;
- (i) Be of a high quality design to support the enhancement of the borough's amenity. Advertisements on buildings should be integral to the building's design, working with the

- elevation and any architectural features, and relevant to the use and context. Proposals should not detract from the elevation or any architectural features to ensure that they are compatible with existing amenity. Free standing adverts should be well designed as architectural elements and avoid any impact on important views. A proliferation of stand-alone advertisements and billboards will be resisted as being harmful to townscape amenity;
- (j) Demonstrate that the advert is sensitively placed and designed to not adversely impact the setting of heritage assets and strategic or local views;
- (k) Demonstrate that the advertisement will not result in visual clutter or a proliferation of harmful advertising;
- (l) Demonstrate that the advertisement and associated structure does not adversely impact on pedestrian and vehicle movement and safety;
- (m) Contribute good quality hard and soft landscaping to enhance the appearance of the area; and
- (n) Demonstrate that the advertisement, its illumination and associated structure will not adversely impact (or cumulatively impact) the amenity of residential areas or pedestrians.

# CONTEXT AND CHARACTER

## POLICY CC5 ADVERTISEMENT PANELS, HOARDINGS AND STRUCTURES

### We are taking this approach because

6.13 We have evaluated the existing character and aspirations for the enhancement of the character of the borough, and identified where advertisements should be focused and where they should be avoided - including Areas of Special Advertisement Control.

6.14 There is continuing demand for outdoor advertisements in commercial areas of the borough and along the major arterial routes. In particular, the Great West Road and M4 - stretching from Chiswick through Brentford - already has a significant number of tall advertisement structures. The council has consistently and successfully resisted and enforced against inappropriate advertisement installations that are unacceptable in terms of safety and amenity, for reasons including the unacceptable addition of visual clutter, dominance of the area or impact upon the skyline due to their height. The luminosity or visual impact because of intensity/frequency of any digital display is also a significant factor. The council may seek to provide additional guidance on siting and design of advertisements through a Supplementary Planning Document.

6.15 We recognise that well designed and carefully located advertising, corporate branding and signage (including lighting and illumination) can contribute to the creation of a vibrant commercial image and positive approach to focused inward investment and regeneration to parts of the borough.

### Supporting facts

- Although many signs can be displayed without express consent, the council has powers to control the most prominent outdoor advertisements under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- Planning permission is required unless the advertisement is allowed for in The Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

### Notes

- National Planning Policy Framework, Department for Communities and Local Government, March 2012





**CHAPTER SEVEN**   **GREEN AND BLUE  
INFRASTRUCTURE**

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB1 - GREEN BELT AND METROPOLITAN OPEN LAND

### Our approach

We will protect and enhance Green Belt and Metropolitan Open Land to maintain its openness, quality and permanence. This will be achieved through the positive management of both designations and improving public access.

### We will achieve this by

- (a) Establishing a Green Belt boundary, to ensure that it is strong and permanent;
- (b) Establishing the extent of Metropolitan Open Land in line with the Mayor of London's designation;
- (c) Protecting Green Belt and Metropolitan Open Land by ensuring that any development is not inappropriate and meets the purposes of the Green Belt and Metropolitan Open Land; and
- (d) Working with partners to improve public access to the Green Belt and Metropolitan Open Land, including the promotion of sports, recreation, leisure and cultural uses that fall within the acceptable uses outlined in the NPPF.

### We will expect development proposal to

- (e) Be compatible with and not inappropriate development in the Green Belt (as set out in the NPPF) or Metropolitan Open Land (as outlined in the London Plan);
- (f) Carefully consider the cumulative impact of extensions and alterations to existing development in the Green Belt and Metropolitan Open Land;
- (g) Conserve and enhance the nature conservation, landscape and recreation and amenity value of Green Belt and Metropolitan Open Land through positive management;
- (h) Improve public access to the Green Belt and Metropolitan Open Land; and
- (i) Maintain the openness, setting and visual amenity where it is located near the Green Belt and Metropolitan Open Land, with particular attention given to the location, setting, design, materials, height and landscaping.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB1 - GREEN BELT AND METROPOLITAN OPEN LAND

### We are taking this approach because

7.1 Green Belts prevent urban sprawl by keeping land permanently open. They assist in safeguarding the countryside, preserve green infrastructure and biodiversity, and support urban regeneration by encouraging the re-use of existing urban land. The NPPF gives the purposes of the Green Belt strong policy protection and should be referred to for guidance on the forms of development which are not inappropriate in the Green Belt.

7.2 Metropolitan Open Land is afforded the same level of protection as the Green Belt by the policies in the London Plan. It is defined in the London Plan as strategic open land within the urban area that contributes to the structure of London and provides open breaks. It provides space for open air facilities for sports, recreation, leisure and culture, includes the River Thames within the borough boundary and may also contain landscapes of historic or biodiversity value.

7.3 Both the Green Belt and Metropolitan Open Land make up a large and important part of the borough's green infrastructure, playing a significant role in providing space for habitats and biodiversity, and access to nature for local residents. They also boost environmental resilience by helping to control flood risk and mitigating the risks of climate change. These designations make up large parts of a network of open spaces, linking the borough and beyond as part of the Mayor of London's All London Green Grid.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB1 - GREEN BELT AND METROPOLITAN OPEN LAND

### Supporting facts

#### The borough's Green Belt and Metropolitan Open Land

- Significant areas of the borough are designated as Green Belt and Metropolitan Open Land. This land is diverse in character and land use, and contains the largest open spaces in the borough, taking in sports clubs and facilities, nature conservation areas, heritage assets and agricultural land. The Green Belt also contains some developed sites, including housing and industrial uses, a number of schools and HMP Feltham Young Offenders Institute. These sites require careful management and are subject to controls that limit extensions or alterations.
- The environmental quality and value of the borough's Green Belt varies significantly, from sites that are highly valuable in terms of biodiversity (such as Kempton Waterworks and Bedfont Lakes Country Park) to those in a poor environmental state. In these areas the council will need to work with partners to positively manage and make improvements to sites of poor environmental quality, and support the development of plans or projects aiming to take this objective forward.
- Most of the borough's Metropolitan Open Land is well maintained and highly valued for public use, with specific open spaces such as Osterley Park and Syon Park acting as destinations that attract visitors from across London and beyond. Good maintenance should continue and improvements should be made where necessary. Much of the borough's Metropolitan Open Land also holds important heritage value, containing historic buildings and gardens, such as Boston Manor, Osterley, Syon and Chiswick Houses and Grounds.

### Notes

- The London Plan sets out the Mayor's approach to protecting the current extent of Green Belt and Metropolitan Open Land in the capital.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB2 - OPEN SPACE

### Our approach

We will protect and enhance Local Open Space.

### We will achieve this by

- (a) Designating and protecting Local Open Space as shown on the Policies Map, in line with the NPPF and the London Plan;
- (b) Protecting and enhancing Local Open Space, addressing deficiencies in quality, quantity and access;
- (c) Maintaining the supply of Local Open Space to meet the needs of the borough's growing population, by expecting on-site provision of publicly accessible open space, particularly in major new developments in areas of deficiency;
- (d) Encouraging the provision of an appropriate balance and mix of open space types specific to meet needs in different parts of the borough, with specific reference to increasing the provision of parks and gardens;
- (e) Protecting quiet and tranquil areas of Local Open Space that are relatively undisturbed by noise and are valued for their recreation amenity attributes; and
- (f) Working with partners, friends groups, other stakeholders and the general public to improve and enhance the quality of and access to Local Open Space.

### We will expect development proposals to

- (g) Protect existing Local Open Space from development, especially where it would lead to a deficiency in publicly accessible open space, unless it satisfies the criteria for such development in the NPPF in that: it has been assessed as clearly surplus to requirements; or it would be replaced by equivalent or better provision in a suitable location; or the development is for alternative sports and recreational provision, the need for which clearly outweighs the loss;
- (h) Avoid the loss of or encroachment upon Local Open Space, or intrusion into an open aspect. Development ancillary to the open space use must preserve its predominantly open character; and
- (i) Enhance the provision of publicly accessible Local Open Space in the borough, especially in areas of open space deficiency as identified on an annual basis through Annual Monitoring Reports Major developments should achieve this through onsite provision wherever possible, particularly in areas of substantial change and intensification.



# GREEN AND BLUE INFRASTRUCTURE

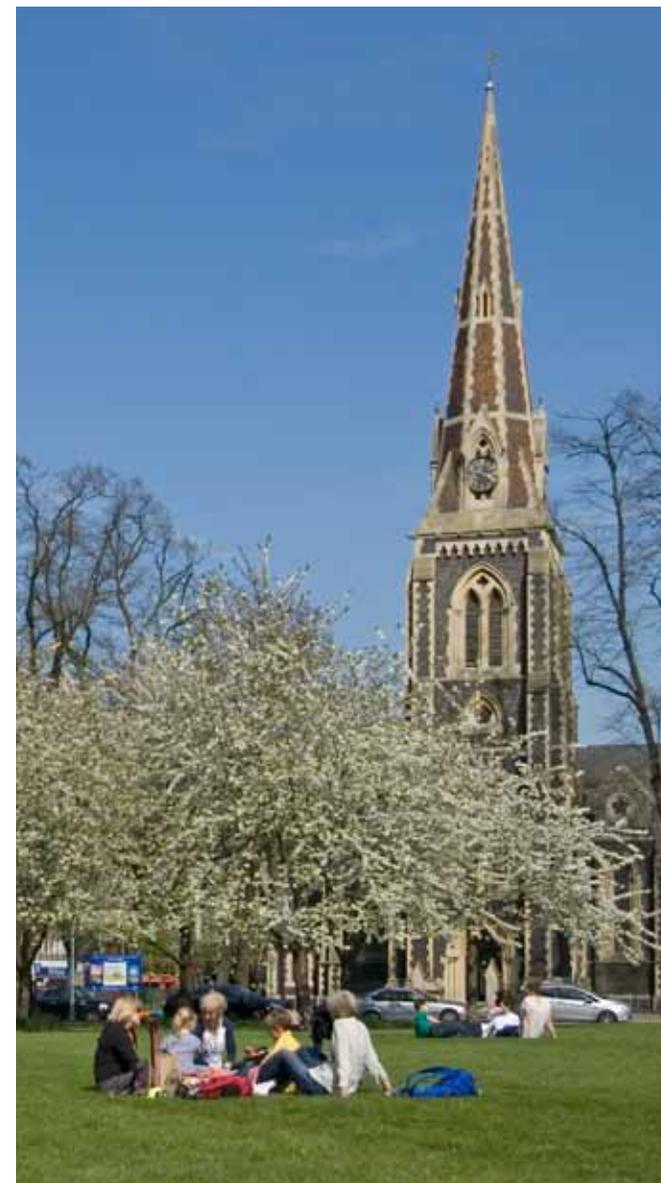
## POLICY GB2 - OPEN SPACE

### We are taking this approach because

7.4 Together with the borough's Green Belt and Metropolitan Open Land, Local Open Spaces are integral to the character and image of the borough, breaking up the built environment, and adding to local context and amenity. They make an important contribution to the health and well-being of borough residents, providing space for sport, physical activity and play, as well as tranquil spaces for quiet recreation.

7.5 Local Open Space is a key element of green infrastructure and plays a role in providing habitats and biodiversity, and boosting environmental resilience by helping to control flood risk and mitigating the risks of climate change. The borough's open spaces provide green connections around and beyond the borough as part of the network making up the Mayor of London's All London Green Grid, for use by people and wildlife.

7.6 The majority of open spaces in the borough are highly valued by local residents for their landscape, heritage, biodiversity or space for recreation, and provide areas for community activities and cultural events. In this respect, they can help aid community involvement and the general well-being of residents. As such, the provision of open space relative to the population will be kept under review and considerations of whether Local Open Space be regarded as surplus in accordance with paragraph 7.4 should take into account the needs arising from future population growth.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB2 - OPEN SPACE

### Supporting facts

#### Open space in the borough

The borough has 349ha of Local Open Space which plays a particularly important role in providing for recreation and amenity, or adds to local context and character. As the population in Hounslow is set to grow by around 30,000 people to reach 280,000 by 2030, Local Open Space will need to be protected, alongside Green Belt and Metropolitan Open Land, to ensure that provision meets the needs of future residents.

Despite there being a good overall level of open space, the quantity, quality and access varies substantially across the borough, with areas of deficiency that new development and other projects should help to tackle. These are assessed in detail in the open space evidence base and summarised as follows:

### Quantity of open space

Chiswick, Central Hounslow and Cranford and Heston have less open space in relation to their population than the rest of the borough. This means that open spaces in these areas are already intensively used, and this will be exacerbated by new development. It is therefore important that development proposals in these areas seek to provide open space on-site to ensure quantity deficiencies are addressed and not worsened.

### Access to open space

Publicly accessible open space deficiency is mapped using 400m catchment areas. Barriers to access also present problems in certain parts of the borough due to severance by major transport arteries, such as roads and railways. The open space evidence base identifies the most significant deficiency areas in Brentford, Isleworth, Central Hounslow and Cranford and Heston. Development should therefore seek to address existing deficiencies in access to open space, and not result in a loss of open space leading to increased deficiency. A Publicly Accessible Open Space Deficiency map which takes account of barriers to access, will be published and updated through the Annual Monitoring Report.

### Quality of open space

The west of the borough contains the greatest number of low quality open spaces, followed by Cranford, Heston and Chiswick. This highlights current management issues, both where there are extensive areas of land to maintain in the west area, and also where high intensity of use may already be leading to poorer quality environments e.g. in Cranford, Heston and Chiswick. Investment and improvements should be focused to address issues of low quality.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB2 - OPEN SPACE

### Notes

- The NPPF highlights the importance of open space and protects these spaces from development. The Local Open Space designation identifies those areas of open space that are more accessible or provide a particularly important role in recreation, leisure and context and character.
- The London Plan and the Mayor of London's Green Grids SPG provide further detail on Green Infrastructure, particularly outlining the approach that Local Plans should take to identify and tackle deficiencies and ensure that future open space needs are met in areas of substantial change, regeneration and intensification.
- The Open Space Assessment: (also known as the PPG17 study) is consistent with the NPPF and national planning practice guidance, which require an assessment of the borough's open space, sports and recreational facilities. This assessment contains mapping of open space typologies and further detail on borough-wide and local deficiencies.
- The Open Space Background Paper assesses local open space needs and identifies areas of deficiency in line with the public open space categorisation, or hierarchy, in the London Plan.
- Quiet and tranquil areas are defined as areas that have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason in the NPPF, with protection given in both the NPPF and the London Plan.
- Proximity to significant sources of noise or air pollution can have a negative impact on the usability of Local Open Space for off-site amenity provision.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB3 - OPEN SPACE IN EDUCATION USE

### Our approach

We will carefully manage and facilitate the delivery of expanded or new education facilities onto open space with an existing education use.

### We will achieve this by

- (a) Meeting the requirements of policies GB1 or GB2 where applicable, and otherwise minimising the release of open space with an education use so that development is permitted only where it can be shown that significant adverse impact to the open space is avoided; and
- (b) Requiring enhancements to open space with an education use where development comes forward, including providing community access and the use of sports fields and facilities by other groups where possible.

### We will expect development proposals to

- (c) Demonstrate there is need for increased education provision, consistent with Policy CI2;
- (d) Demonstrate that the open space is currently used for educational purposes;
- (e) Meet the requirements of policy GB1 where land is designated as Green Belt or Metropolitan Open Land, or policy GB2 for land designated as Local Open Space. In other locations, development proposals should still minimise the impact on or loss of open space within an education use;
- (f) Retain and enhance playing fields, sports pitches and other existing uses in these spaces. It should be demonstrated that the quality of provision, and ability to make use of the pitch or open space, is not significantly impacted; and
- (g) Provide public access to open space where possible, including the use of sports fields and facilities.

### We are taking this approach because

7.7 The council has a statutory duty to ensure there is sufficient capacity and high quality of educational provision for primary phase, secondary phase and special needs (SEN) children and young adults, as well as an early year's provision (EYP). Educational provision is fundamental to a prosperous and inclusive community, and in recent years the borough's schools have experienced growing pressure from rapidly increasing pupil numbers arising from population growth. This pattern is set to continue as the borough's young population continues to grow.

7.8 While development for education uses should be steered to brownfield land wherever possible, there may be the need to develop or extend existing school or education sites, many of which are located within open space (including Green Belt, Metropolitan Open Land or Local Open Space designations). These proposals will require careful consideration, taking account of both wider sustainability objectives and the need to minimise the loss of open space.

7.9 When considering proposals for development on education open space, the council will work with education providers and Sport England, which is a statutory consultee on all applications affecting playing pitches.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB3 - OPEN SPACE IN EDUCATION USE

### Supporting facts

#### Open space for education

#### National standards

The The School Premises (England) Regulations 2012 state that suitable outdoor space must be provided to enable physical education to be provided in accordance with the school curriculum and so that pupils can play outside.

#### The borough's open spaces with education use

The Borough's Open Space Assessment (PPG17 Study Sports Facilities Volume 2010) assesses all playing pitches in the borough, rather than specifically assessing school playing fields. However, its findings provide general context for school playing fields. The Assessment shows that the borough has a good level of general adult pitches for football, rugby, and hockey (a number of pitches for the latter are education based). However, there is unmet demand for youth football pitches, and by the end of the plan period (2030) there will also be a shortfall of provision for cricket. This, together with the standards set in the Assessment, should be taken into account where development proposals impact on open space in education use and sports facilities.

### Notes

- Sport England is a statutory consultee on all applications affecting playing pitches.
- Table C12.1 shows pupil projections over the Local Plan period (2015-2030)



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB4 - THE GREEN INFRASTRUCTURE NETWORK

### **Our approach**

We will protect and enhance the green infrastructure networks throughout the borough, particularly those identified as part of the Mayor of London's All London Green Grid. The network will be improved to maximise the diverse benefits and multiple functions, and improved public access to, and links between open spaces will be encouraged.

### **We will achieve this by**

- a) Identifying and protecting the existing green infrastructure network, including the grid identified in the Mayor of London's All London Green Grid SPG;
- b) Working with partners to deliver projects that enhance and maximise the benefits of the green infrastructure network. We will also promote the development of new green chains and corridors where these can benefit local residents and biodiversity, and contribute to wider environmental resilience; and
- c) Promoting projects to improve access to the green infrastructure network and accessibility between open spaces, to form a network for sustainable travel, consistent with the council's Greenways and Quietways initiatives.

### **We will expect development proposals to**

- (d) Make a positive contribution to the green infrastructure network by improving its quality, functions, linkages, accessibility, design and management;
- (e) Incorporating elements of green infrastructure on site to integrate into the wider network of green infrastructure, and assist in the greening of the borough. This may include provision of green roofs, sustainable drainage systems, trees, squares, plazas and pedestrian access routes; and
- (f) Demonstrate that there will be no significant adverse impact on the borough's green infrastructure.

### **We are taking this approach because**

7.10 The green infrastructure network provides multifunctional benefits, including links to places both within and beyond the borough. These links encourage walking and cycling, and enable movement of wildlife. The green infrastructure network includes a number of parks, walkways and other spaces and within the borough, large parts of the green infrastructure network closely relate to the Blue Ribbon Network, particularly the River Thames, the River Brent and the River Crane. These are identified as green grid areas in the Mayor of London's All London Green Grid SPG, highlighting the diversity of the borough's green and blue landscapes and environments.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB4 - THE GREEN INFRASTRUCTURE NETWORK

### Supporting facts

#### Green infrastructure network

The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It includes the Blue Ribbon Network but excludes the hard-surfaced public realm. This network lies within the urban environment and the urban fringe, connecting to the surrounding countryside. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.

The borough's green infrastructure network includes its open spaces and nature conservation areas, as well as residential gardens which play an important role in connecting green spaces across urban areas. Green links in the borough include the River Thames, River Brent and Grand

Union Canal, the Crane Corridor and Duke of Northumberland's River, which connect with adjoining boroughs and districts. The quality and access to and within green chains and corridors varies across the borough, from the relatively well-maintained Thames Path (a National Trail) to less well maintained areas in the west of the borough and around the River Brent and Grand Union Canal. Greenways and Quietways are two initiatives being taken forward by the council to improve sustainable travel and maximise the use of green chains and corridors.

#### Hounslow Biodiversity Action Plan (2011-2016)

The borough's Biodiversity Action Plan provides strategic overview of biodiversity in the borough, and provides detail on habitats across the borough. It highlights and prioritises issues and actions to protect, conserve and enhance wildlife. These priorities and actions should be taken into account when enhancements to the green infrastructure network and Green Grid Areas are proposed.

#### Mayor of London's All London Green Grid SPG

London Borough of Hounslow is split between three Green Grid areas identified in the Mayor's SPG. These are:

- Arcadian Thames (Green Grid Area 9);
- River Colne and Crane (Green Grid Area 10);
- Brent Valley and Barnet Plateau (Green Grid Area 11).

#### Partnership working

The council is committed to working in partnership to promote green infrastructure and green grids, and projects that improve them. The council is committed to working with the following groups:

- Hounslow Biodiversity Action Plan Partnership;
- Thames Landscape Strategy and Thames Strategy Kew to Chelsea;
- Crane Valley Partnership; and
- Brent Catchment Partnership.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB4 - THE GREEN INFRASTRUCTURE NETWORK

### Notes

- The Mayor of London outlines the approach to London's network of Green Infrastructure in the All London Green Grid SPG which includes maps, and the approach to urban greening, green roofs and sustainable drainage.
- The borough's Biodiversity Action Plan provides details on habitats and prioritises issues and actions to be taken forward. It also monitors progress on actions to ensure gauge delivery of actions.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB5 - BLUE RIBBON NETWORK

### **Our approach**

We will protect and enhance the borough's Blue Ribbon Network, recognising the multifunctional role that rivers and waterbodies play and their potential to contribute to the borough's regeneration.

### **We will achieve this by**

- (a) Assessing proposals for development within, over or adjacent to waterbodies for their impacts on the waterbody, waterside environments and navigation, in line with the London Plan and guidance from the licensing stakeholder;
- (b) Recognising the strategic importance of the River Thames, including maintaining the established Thames Policy Area designation and through working with Thames Landscape Strategy partners to promote enhancement of the river environment;

(c) Protecting and prioritising water-related uses and related infrastructure that supports the active use of the Blue Ribbon Network, including slipways, land storage, wet docks, dry docks, moorings, workshops, cranes, canopied warehouses, piers, marinas and boat launches;

(d) Promoting opportunities for improved access to waterways, including the provision of infrastructure to support walking, cycling, leisure and recreation and river-based transport;

(e) Recognising the role the Blue Ribbon Network plays in flood and surface water management, by safeguarding access to flood defences and working with the Environment Agency and other partners to implement the actions of the Thames Estuary 2100 plan;

(f) Protecting aquatic and riverside habitats in the Blue Ribbon Network, consistent with the Hounslow Biodiversity Action Plan; and

(g) Promoting the improvement of water quality in the Blue Ribbon Network, consistent with the Thames River Basin Management Plan, by working with the Environment Agency and other partners;

### **We will expect development proposals to**

- (h) Demonstrate that adverse impacts on aquatic and waterside environments are avoided where developments in, over or adjacent to waterbodies are proposed (for residential moorings, refer to Policy GB6);
- (i) Have regard to the context and character of the Blue Ribbon Network, consistent with the Urban Context and Character Study and Thames Landscape Strategies, where development in the Thames Policy Area is proposed;
- (j) Restore waterbodies to their natural state in line with actions of the Thames River Basin Management Plan, and ensure developments are set back to provide a minimum 8m buffer strip to the main river, 16m to the Thames Tidal defence and 5m to ordinary watercourses. SuDS must be maximised on these sites to achieve an improvement in water quality in line with the aims of the Water Framework Directive; and
- (k) Provide an assessment of the impact of the proposal on the status of the waterbody, where it is likely that a proposal would have a significant adverse impact.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB5 - BLUE RIBBON NETWORK

### We are taking this approach because

7.11 The borough is shaped by its waterways, particularly the River Thames, which is important to all of London, and the Rivers Brent and Crane. However, the Blue Ribbon Network also includes the Longford and Duke of Northumberland's Rivers, a number of former millstreams and canals, and other waterbodies such as Bedfont Lakes. These waterbodies have multifunctional roles: they form open space and relief from the built environment; provide opportunities for leisure, recreation, employment and transport; form natural habitats; perform flood and surface water management functions and contribute to local context and character. In recognition of the strategic role of the Blue Ribbon Network, the council participates in the Thames Strategy partnerships (Thames Landscape Strategy, Hampton to Kew and Thames Landscape Strategy Kew to Chelsea), the Crane Valley Partnership and the Brent Catchment Partnership and works with other partners, including the Canal and River Trust, the Port of London Authority, the Environment Agency, Natural England, Historic England, landholders and community groups, to maximise the network's potential.

7.12 The Blue Ribbon Network also has a unique role in the borough's economy, and this will be protected and enhanced as regeneration provides new opportunities for enhanced waterside environments. Infrastructure that contributes to active uses of waterbodies includes facilities for boat building, servicing and repair activities, mooring sites and posts, boathouses and boatyards, slipways and other landing or stopping places and waterborne freight. These facilities are assets for the borough, and will be protected to support their continued use. At the same time, innovative uses of the network will be promoted, including opportunities for sustainable development, such as using water from canals for cooling.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB5 - BLUE RIBBON NETWORK

### Supporting facts

#### Water-related facilities in the Blue Ribbon Network

- Lots Ait, featuring an open slipway, land storage, dry docks, bankside moorings and covered workshop;
- Ferry Wharf, featuring a slipway and moorings;
- Soaphouse Creek, featuring a mooring basin;
- MSO, featuring a wet dock, two floating dry docks, a slipway, covered workshop, barge crane and three grids;
- Johnson's Island, featuring a dry dock;
- Jupps Wharf, featuring a canopied warehouse;
- Ridgeways Wharf, featuring a mooring basin, land storage and slipway; and
- Commerce Road, featuring a covered transshipment wet-dock and supporting warehousing.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB5 - BLUE RIBBON NETWORK

### Notes

- This policy sets out requirements for development proposals in the Blue Ribbon Network. However, Policy GB6 provides specific requirements for residential moorings.
- The Canal & River Trust has responsibility for certain canals, rivers, docks and reservoirs, including parts of the Grand Union Canal in the borough.
- The council participates in two Thames Landscape Strategy groups (Hampton to Kew and Kew to Chelsea), the Crane Valley Partnership and the Brent Catchment Partnership. These groups bring together local planning authorities and other statutory and non-statutory stakeholders in the sub-region to collaborate on enhancement projects, education and policy.
- The Thames Policy Area designation is a requirement of the London Plan and includes those parts of the borough that form part of the River Thames landscape. Its purpose is to ensure that development in these locations have a positive influence on the river and its waterside environment. Planning decisions in the Thames Policy Area designation require specific attention to their impact on the character and conservation in the Thames landscape.
- The European Water Framework Directive (WFD) and the Thames River Basin Management Plan (TRBMP) that has been developed by the Environment Agency as the sub-regional response, includes five water bodies located in the borough as WFD designations: the Grand Union Canal; the River Crane (including part of Yeading Brook); Ash and Stanwell Brook; Port Lane Brook; Brent (from below Silk Stream to Thames). The WFD policy aims to have these water bodies achieving a good level of ecological quality by 2027. At present, only the Grand Union Canal achieves this status, so development in the borough should make a positive contribution to water quality.
- The Hounslow Biodiversity Action Plan includes Habitat Action Plans for rivers and streams and the tidal Thames.
- The Thames Estuary 2100 Plan was produced by the Environment Agency and sets out the strategic direction for managing flood risk in the Thames estuary to the end of the century and beyond.
- The borough falls within two policy units of Action Zone 1 in the Thames Estuary 2100 Plan - Twickenham and Hammersmith. The recommendations for these two units are: to continue with existing or alternative actions to manage flood risk (Twickenham); and to keep up with climate change and reduce flood risk further to provide a level of flood risk management which is higher still than the standard currently provided (Hammersmith).

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB6 - RESIDENTIAL MOORINGS

### **Our approach**

We will consider proposals for new permanent residential moorings where they are compatible with waterways and their surrounding environment.

### **We will achieve this by**

- (a) Directing residential moorings to more urban stretches of waterways, where they relate to existing settlements;
- (b) Ensuring that the number and density of moorings in any one location are appropriate to their location on the waterway, and do not separate people from the waterway, or interfere with navigation;
- (c) Ensuring that moorings do not compromise the use of waterways for economic activity; and
- (d) Ensuring that moorings do not exacerbate flood risk, or cause detriment to water quality or biodiversity.

### **We will expect development proposals to**

- (e) Have regard to the context and character of the waterway and wider landscape;
- (f) Provide adequate servicing where appropriate, including provisions for water, electricity, waste and sewage;
- (g) Provide secure access to the waterbank; and
- (h) Demonstrate that the mooring and associated development and servicing do not impede other waterside uses, paths or access to the waterway.

### **We are taking this approach because**

7.13 The multifunctional role of the Blue Ribbon Network includes providing housing in the form of residential moorings, or houseboats as they are more commonly known. These can play a role in contributing to the borough's supply of housing, and in doing so contribute to communities and the unique water-oriented character of parts of the borough. However, the position and concentration of residential moorings require due consideration, so that conflicts with other water-related uses (such as economic activity, transport and recreation) are avoided. There are also environmental considerations that proposals should consider, such as a mooring's compatibility with the waterbody in terms of flood risk, marine and riparian biodiversity, and water quality. Further, residential moorings should be provided with adequate services and facilities, such as electricity and other utilities, and provision for waste management.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB6 - RESIDENTIAL MOORINGS

### Notes

- This policy sets out the requirements specific to residential moorings. However, Policy GB5 has regard to development in the Blue Ribbon Network more generally.
- Where it is considered that the use of engines or generators may cause nuisance, connections to mains electricity should be provided.
- Servicing (including provisions for water, electricity, waste and sewage) should be provided within reasonable proximity to moorings.
- Management agreements should be submitted setting out how the mooring will be managed and maintained.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB7 - BIODIVERSITY

### **Our approach**

We will protect and enhance the London Borough of Hounslow's natural environment and seek to increase the quantity and quality of the borough's biodiversity.

### **We will achieve this by**

- (a) Permitting development only where it can be shown that significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated;
- (b) Protecting designated international, national and local nature conservation areas, as set in supporting facts, and supporting new designations;
- (c) Promoting the qualitative enhancement of biodiversity sites, including improvements to access, connectivity and the creation of new habitat;
- (d) Working with partners, including the Hounslow Biodiversity Partnership, the Crane Valley Partnership, the Brent Catchment Partnership and the Thames Landscape Strategy to improve conditions for biodiversity; and
- (e) Encouraging the greening of the borough, through landscaping and tree planting, and protecting existing trees through Tree Preservation Orders (TPOs).

### **We will expect development proposals to**

- (f) 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 where major developments are proposed, thereby resulting in a gain for biodiversity in the borough; and
- (g) Contribute to the action plans set out in the Hounslow Biodiversity Action Plan.

### **We are taking this approach because**

7.14 Despite being developed, the borough's significant open space, plus its location on the River Thames, provides the borough with diverse habitats and a rich wildlife resource. This includes 954ha of open space managed wholly or partly for nature conservation, with many other areas and the built environment also hosting incidental species and habitats. As well as hosting sites that are of importance to the local communities, the borough includes areas of nature conservation that have national, European and international protection, as set out in the supporting facts. The future development planned for the borough will place pressure on these habitats. However it also presents opportunities for the creation of new habitats and improvements to existing sites. The provision of new habitats should focus on priority habitats and should give consideration to native and priority species taking into account the species' adaptability to climate change.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB7 - BIODIVERSITY

7.15 To prevent the degradation of natural habitats, designated sites will be protected, and development proposal must demonstrate that they do not cause adverse impacts, whilst contributing to their qualitative improvements through providing better access or on-site improvements. Open space provision in development provides an opportunity to create new habitats through landscaping, tree planting and the retention of existing trees, and innovative design features such as green roofs, artificial nesting structures for bats or birds, and rain gardens.

### Supporting facts

#### The borough's biodiversity designations

##### Special Protection Areas (SPAs) and Ramsars

SPAs are European designations that protect rare and vulnerable birds, whilst Ramsar sites are international designations that promote the conservation and sustainable use of wetlands. The Kempton Nature Reserve is part of the South West London Water Bodies SPA and Ramsar site.

##### Sites of Special Scientific Interest (SSSIs)

SSSIs are national designations that protect the country's best wildlife and natural assets, supporting rare and endangered species and habitats. The Kempton Nature Reserve and Syon Park are both SSSIs.

##### Sites of Importance for Nature Conservation (SINCs)

SINCs are local designations that protect sites of local wildlife importance. There are 47 SINCs in the borough, which are then classified for their importance to include: 11 Sites of Metropolitan Importance; 14 Sites of Borough Importance - Grade I; 11 Sites of Borough Importance - Grade II; and 11 Sites of Local Importance.

##### Local Nature Reserves (LNRs)

LNRs protect wildlife or geological features that are of special interest locally, and are designated by Natural England. There are ten LNRs in the borough covering 163ha, the largest being Hounslow Heath.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB7 - BIODIVERSITY

### Notes

- This policy sets out the overarching strategy for biodiversity. However other policies, including those in Chapter 7 covering open space and the Blue Ribbon Network, and Chapter 10, covering sustainable design and construction, also have regard to biodiversity.
- Planning guidance will be produced for developers to outline the general principles of what the council expects from developments with regard to biodiversity, as well as the ecological surveys and assessments that should accompany planning applications.
- The Hounslow Biodiversity Action Plan promotes habitat management. The BAP is produced and implemented by the Hounslow BAP Partnership, which is coordinated by the council.
- The council participates in two Thames Landscape Strategy groups (Hampton to Kew and Kew to Chelsea), which bring together local planning authorities and other statutory and non-statutory stakeholders in the sub-region to collaborate on enhancement projects, education and policy.
- The Crane Valley Partnership includes local authorities and other agencies, and works to enhance the River Crane corridor. The Brent Catchment Partnership includes similar partners, and works to enhance the River Brent corridor.
- Greenspace Information for Greater London (GIGL) holds the boroughs biodiversity records for all flora and fauna.
- There are a number of nature conservation sites and open spaces in the borough that are part of an Environmental Stewardship Scheme and managed by the council
- SPAs are designated by government in collaboration with the Joint Nature Conservation Committee, pursuant to EC Directive on the conservation of wild birds (79/409/EEC).
- Ramsar sites are designated by central government, pursuant to the Ramsar Convention.
- SSSIs are designated by Natural England, pursuant to the Wildlife and Countryside Act 1981.
- SINCs are designated by the Hounslow BAP Partnership in consultation with the Local Wildlife Sites Board, and protected through local plans.
- LNRs are designated by local authorities under the National Parks and Access to the Countryside Act 1949.
- Government consulted on proposals for biodiversity offsetting in September 2013. As proposed, this scheme would provide biodiversity benefits to compensate for losses, by improving existing sites of biodiversity or creating new sites.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB8 - ALLOTMENTS, AGRICULTURE AND LOCAL FOOD GROWING

### **Our approach**

We will encourage the continued use of allotments and agricultural land, and promote new, innovative uses of green space for local food growing, including community farming, gardening and orchards, and commercial food production.

### **We will achieve this by**

- (a) Retaining the existing allotments and resisting their loss unless in accordance with the borough's Allotment Strategy;
- (b) Protecting agricultural land;
- (c) Working with partners and local communities to identify sites with potential for local food growing and supporting projects that promote community gardening, farming and orchards; and
- (d) Supporting initiatives for commercial food production.

### **We will expect development proposals to**

- e) Be consistent with and positively contribute to the open space and/or nature conservation designation of the land;
- (f) Retain allotments and the best and most versatile agricultural land, unless it can be demonstrated that they are no longer required or viable for such purposes. In the event that such land is no longer required, the feasibility of appropriate alternative open space uses which allow the site to maintain its value for growing food such as community gardens or orchards, should be considered first; and
- (g) Avoid adverse impacts on adjacent allotments or agricultural land.

### **We are taking this approach because**

7.16 The use of green space for local food growing has many benefits, by promoting more active, healthy lifestyles, adding to local residents' connection with and sense of ownership of local green spaces and supporting wider sustainability benefits. Promoting agriculture and commercial food growing, and encouraging farmers to adopt environmental stewardship schemes, can also help improve the biodiversity value of urban fringe areas and the Green Belt.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB8 - ALLOTMENTS, AGRICULTURE AND LOCAL FOOD GROWING

### Supporting facts

#### Allotments, agriculture and local food growing in the borough

There are 32 allotment sites (in active use) managed by the council, which seeks to improve them to meet local demand. Recent improvements have seen water supplies added to existing sites to enable increased use. However it is acknowledged that poor infrastructure is an issue on some sites, and continued investment is required. There is currently a need to review local demand for allotments, and potential to expand existing and currently underused sites, if required. Capital Growth is a partnership project between London Food Link, the Mayor of London and the Big Lottery's Local Food Fund. Its goal was to create 2012 community food growing spaces across London by 2012, and to date has created 2182 spaces. It offers practical support and training to individuals and groups wanting to grow their own food. There are also a number of farms in the borough, largely located in the west, in the Green Belt, but there is also agriculture present further east, at Osterley and Syon Parks.

### Notes

- The Mayor of London's Food Strategy provides more detail on local food production, and sets the following aims: to improve Londoner's health; reduce negative environmental impacts of London's food system; support a vibrant food economy; celebrate and promote London's food culture; and develop London's food security.



# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB9 - PLAY SPACE, OUTDOOR SPORTS FACILITIES AND BURIAL SPACE

### Our approach

We will protect and improve the provision of play spaces, outdoor sports facilities and burial spaces to meet the diverse needs of the borough's population now and in the future.

### We will achieve this by

- (a) Promoting the provision of high quality play spaces that cater for a range of age groups and help meet the needs of the borough's growing child population;
- (b) Supporting high quality sports facilities to meet demands for a range of sports and active pursuits across the borough, where they are acceptable uses in accordance with policies GB1 and GB2;
- (c) Promoting the multifunctional use of existing open space for play and sports, including school sports facilities and playing fields;
- (d) Ensuring burial space is preserved to ensure availability of provision to meet the borough's burial needs now and in the future; and
- (e) Resisting the loss of play areas or outdoor sports facilities, including playing fields.

### We will expect development proposals to

- (f) Be consistent with the open space and/or nature conservation designation of the land;
- (g) Avoid the loss of play areas, burial spaces or outdoor sports facilities, including playing fields, except in very special circumstances, as set out in the NPPF;
- (h) Ensure sports facilities retain the sense of openness. Where floodlighting can enable longer use of outdoor sports facilities, proposals should avoid unacceptable adverse impacts on local residents, biodiversity as set out in policy GB7 and/or the openness and setting of the open space;
- (i) Contribute to the provision of improved outdoor sports facilities, where possible; and
- (j) Contribute to the improvements or expansion of play spaces, and provide new play spaces where appropriate in accordance with the standards set out in the London Plan.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB9 - PLAY SPACE, OUTDOOR SPORTS FACILITIES AND BURIAL SPACE

### We are taking this approach because

7.17 The multifunctional use of open spaces for play, sport and recreation is important, and should be optimised. Play, sport and recreation are an integral part of the borough's social infrastructure, and contribute to the health and well-being of borough residents, both young and old. Play areas are particularly important in high density urban areas where families may not have access to private outdoor space, and should be planned for in areas of major development and intensification, to cater for additional children and young people, to tackle existing deficiencies and ensure they are not made worse by new development.

7.18 Cemeteries, churchyards and other burial grounds have a distinct primary function which needs to be protected so that there is sufficient burial space available in the short, medium and long term. However, cemeteries and churchyards also provide green, quiet areas for passive recreation and walking (often forming part of Green Chains and Corridors) and for biodiversity.

### Supporting facts

#### The borough's play space, outdoor sports facilities and burial space

##### Play space

The borough contains 95 dedicated play areas, making up 11.5ha of land and equating to 2.6sqm of play space per child, which is significantly lower than the Mayor of London's benchmark standard of 10sqm per child. Surveys of residents have shown that satisfaction with play areas in the borough is low. Spatially, the distribution of play areas is uneven with large parts of the borough not within easy access of a dedicated play area, as mapped in the Open Space Assessment and Open Space Background Paper.

Areas of the borough where there is particularly low provision of play areas (per 1,000 children) are Central Hounslow and the west area. The areas projected to see the largest increases in child population over the next 10-15 years are Central Hounslow and Brentford. This should be considered when planning for development, to improve and add to play provision to meet increasing local demand.

##### Outdoor sports facilities

The borough contains a range of outdoor sports facilities and playing pitches, including 90 football pitches (adult and junior size), 18 cricket pitches and 29 rugby pitches (adult and junior). These are contained in parks and open spaces, and schools and colleges and used by a large number of sports clubs and teams. Details of these can be found in the Open Space Assessment together with need for further facilities to meet demand.

##### Cemeteries and disused churchyards and other burial grounds

The borough contains about 29ha of cemeteries and burial grounds. This represents a good supply, and there is scope for expansion to meet demand for burial space.

# GREEN AND BLUE INFRASTRUCTURE

## POLICY GB9 - PLAY SPACE, OUTDOOR SPORTS FACILITIES AND BURIAL SPACE

### Notes

- The Open Space Assessment (also known as the PPG17 Study), provides an assessment of needs for open space (by typology), sports and recreation facilities and play areas, highlighting deficiencies and opportunities for new provision. It meets the requirement of the NPPF to produce such an assessment.
- The Open Space Strategy. Background Paper assesses local open space needs and identifies areas of deficiency in line with the public open space categorisation, or hierarchy, in the London Plan.
- The Mayor of London's SPG Shaping Neighbourhoods: Play and Informal Recreation outlines in detail an approach to planning that supports children and young people, and promotes healthy, lifetime neighbourhoods. It sets a London-wide benchmark for play and guidance to help secure play provision in existing and new housing development.
- The council is producing a Sport and Physical Activity Needs Assessment and a Sport and Physical Activity Facility Review, which will inform council strategies and future planning decisions.
- Sport England's Active People Survey measures the percentage of adult population who take part in sport for a minimum of three 30 minute periods a week. The results show that participation in the borough is low overall in comparison to other London boroughs, although it varies across the borough.





**CHAPTER COMMUNITY  
EIGHT INFRASTRUCTURE**

# COMMUNITY INFRASTRUCTURE

## POLICY CI1 - PROVIDING AND PROTECTING COMMUNITY FACILITIES

### Our approach

We will protect existing community facilities in the borough that continue to serve the community and direct new community facilities to the most appropriate locations.

### We will achieve this by

- (a) Ensuring that existing community facilities continue to be used for the benefit of the community where they are still providing the intended community service;
- (b) Promoting the co-location of different uses and users within community facilities where there are opportunities for effective management of dual use; and
- (c) Promoting new community facilities in areas of growth and where identified in the council's Infrastructure Delivery Plan.

### We will expect development proposals to

- (d) Meet the following criteria if the scheme will result in the loss of a community use and is not re-providing the existing community use elsewhere, at an equivalent capacity that suits existing and future needs and has been agreed with the council;
  - i. The facility has been vacant or significantly underused for a continuous period of 18 months and is not appropriate for any other community uses as demonstrated by the applicant through evidence of sufficient marketing;
  - ii. The facility is no longer required by the body that operates it (for example NHS England); and
  - iii. Robust evidence has shown that the use is no longer required to serve its catchment area; and
- (e) Locate new community facilities within or at the edge of town centres, unless the new facility is local in nature and scale and where a local need for the facility can be demonstrated.



# COMMUNITY INFRASTRUCTURE

## POLICY CI1 - PROVIDING AND PROTECTING COMMUNITY FACILITIES

### We are taking this approach because

8.1 Accessible community facilities offering a wide range of uses, in sustainable locations, increase the opportunity to lead a healthy, prosperous and socially cohesive lifestyle in the borough. By protecting against the loss of existing community facilities that serve a purpose for the community, these uses can continue to operate alongside wider regeneration or redevelopment or have the opportunity to benefit from upgraded facilities through a new scheme. The council must be sufficiently assured that community use is not appropriate to continue on a site, or that an equivalent is being provided elsewhere, to permit a change of use from a community facility. This should be demonstrated either by the submission of evidence of sufficient marketing or by the inclusion within the development proposal of the details of re-provision of the existing community use elsewhere at an equivalent capacity. The marketing evidence should include the following to be considered sufficient:

- Agent(s) and media used (press articles and advertisements);
- Interest in the site/premises (including reasons for prospective tenants not taking up space and how these problems have been addressed);

- Evidence that the rental levels offered have been competitive (including the offer of renewal of lease to existing tenants at a reasonable rate); and
- Flexibility in space offered including dividing up large areas of floorspace where this is possible.

8.2 Re-provision of community facilities through new development proposals must allow the same level of use as the previous facility provided. While this may not equate to the same scale of floorspace, the new facility must provide for the community use to continue as before and involve negotiation with the council and the occupiers of the community facility to get agreement on what this will include.

8.3 The Localism Act 2011 opened up a range of opportunities for local communities to take a key role in the development of their area. New mechanisms include the 'community right to build', 'community right to bid' and neighbourhood planning. The council supports the empowerment of the local community through these tools in protecting and providing new community facilities.

### Supporting facts

#### Definition of community facilities

Community facilities for the purpose of this Plan are, health and education facilities, social and emergency services, sports venues, cultural and leisure facilities, public houses, places of worship and meeting places. Such facilities are likely to fall within the use classes C2, D1 and D2 and potentially Sui Generis, with some exception such as public houses which are under the use class A4. This is in accordance with the Town and Country Planning (Use Classes) Order 1987 (as amended).

### Notes

- Details of re-provision of existing community facilities may be required by planning conditions.
- Applications regarding neighbourhood planning, including the designation of Neighbourhood Areas and Neighbourhood Forums, can be made to the council.
- More information on 'community right to build', 'community right to bid' and neighbourhood planning can be found on the Department of Communities and Local Government website.

# COMMUNITY INFRASTRUCTURE

## POLICY CI2 - EDUCATION AND SCHOOL PLACES

### **Our approach**

We will plan for, invest in, and facilitate development of a network of education facilities which cater for the increased demand for places and the changing educational needs of the borough population.

### **We will achieve this by**

- (a) Supporting the delivery of high quality new and expanded primary, secondary and special schools, in areas of identified need and where it can be evidenced that the school is providing for an unmet demand for places;
- (b) Allocating sites and working with other school providers to meet the additional number of forms of entry required to support the provision of primary, secondary and special needs places for the increased population over the plan period;
- (c) Supporting the provision of 'bulge' classes and temporary accommodation, but only where required in the short term and a longer term strategy is in place;

(d) Encouraging the mixed-use of sites which are suitable for delivering education facilities with other appropriate uses, particularly residential, to enable the provision of needed school places within the borough;

(e) Supporting the growth and improvement of further and higher education facilities in the borough and looking for opportunities to bring a new university to the borough;

(f) Supporting the provision and improvement of early years places and facilities in light of changing statutory responsibilities of the local authority; and

(g) Working and co-operating with neighbouring boroughs in planning for school places through established forums and other mechanisms.

### **We will expect development proposals to**

(h) Deliver new schools or expanded existing schools in locations that are included in the development plan as site allocations unless a robust case for not providing or expanding a school at that location can demonstrate that:

i. The school accommodation is not required in that part of the Borough in the Plan period; or

ii. A development for school use at that location would not be viable because it would not meet funding requirements.

(i) Demonstrate that a new or expanded education facility, where the site has not been allocated for education use, will provide for an unmet demand for school places;

(j) Demonstrate that the impact in terms of traffic, car parking and noise from a new or expanded education facility will not cause severe harm to the surrounding area;

(k) Demonstrate that a new or expanded education facility is accessible by a choice of sustainable modes of travel in accordance with the type of facility being proposed and that car parking provision is in accordance with the standards set out in the London Plan; and

(l) Be accompanied by a Travel Plan for a new or expanded education facility, to be agreed with the council and implemented throughout the lifetime of the development.

# COMMUNITY INFRASTRUCTURE

## POLICY CI2 - EDUCATION AND SCHOOL PLACES

### **We are taking this approach because**

8.4 High quality educational provision for all ages is fundamental to a prosperous and inclusive community. In recent years the borough has experienced growing pressure from rapidly increasing pupil numbers and will respond to this with the required planning and investment in education facilities from early year's provision onwards.

8.5 The local authority has a statutory duty to ensure there is sufficient capacity and high quality of educational provision for primary phase, secondary phase and special needs (SEN) children and young adults, as well as an early year's provision (EYP). Both post-16 years and early year's provision have been subject to changing statutory requirements which must be accounted for across the plan period. According to GLA population projections, the number of school-age children in the borough will continue to increase over the first ten years of the plan period and then begin to stabilise. Temporary school places and facilities should therefore be provided when and where appropriate.

8.6 Free Schools will also help to provide new school places. The establishing of Free Schools is supported where the proposed school is likely to help meet an identified need for places within the borough and complies with other aspects of this policy. The council has responded to the changing landscape for school place planning and set in place protocols for working with Free School providers.

8.7 A range of education sites is identified to ensure choice and flexibility for school place provision. The need for school places will be regularly monitored against the availability of appropriate sites. Where there are only a very limited number of sites available to meet need the council will work with stakeholders to facilitate and protect the use of the site(s) for the form of educational provision that is critical to delivery of the Plan at that point in time.

8.8 The council has allocated sites for uses to meet assessed social and economic need and critical infrastructure such as for new school places. To facilitate the necessary expansion of school places through mixed provision, including through new and expanded Free Schools and Academies, sites have been allocated which when delivered in line with the Local Plan education policies, will provide sufficient capacity, flexibility and choice over how new school places will be provided. Thus some sites have been allocated for both housing and education use. Policy CI2 (h) provides criteria for determining future planning applications and to support use of part or the whole of these sites for housing use where the site in question is not forecast to be needed for the provision of education expansion at the time of the development. This will provide a mechanism to prevent allocated sites from unnecessarily constraining growth.

# COMMUNITY INFRASTRUCTURE

## POLICY CI2 - EDUCATION AND SCHOOL PLACES

8.9 If however an entirely non-education development is proposed on a site allocated in part or in whole for education uses in the Local Plan and on the grounds that the allocated need is no longer required at that time, then supporting evidence should be provided demonstrating that the need for the allocated use has been delivered elsewhere or has been assessed to be no longer relevant. Alternatively development proposals which do not deliver the proposed education uses on grounds of viability should provide an open book financial viability assessment. This should include supporting evidence to demonstrate why an education use on the site cannot meet funding requirements.

8.10 New facilities for further and higher education in the borough should also contribute to the skills and employment agenda and ensure that future employment opportunities in the borough can be accessed by those who have been educated within the borough. With the raising of the participation age to 18 this is more relevant than ever, as those who would have previously been school-leavers at 16 are more likely to focus on a vocational path of learning from 16-18 and onwards. The council will therefore ensure that high quality further and higher education facilities are available and seek to significantly improve the offer of higher education facilities within the borough with a new university for the borough.

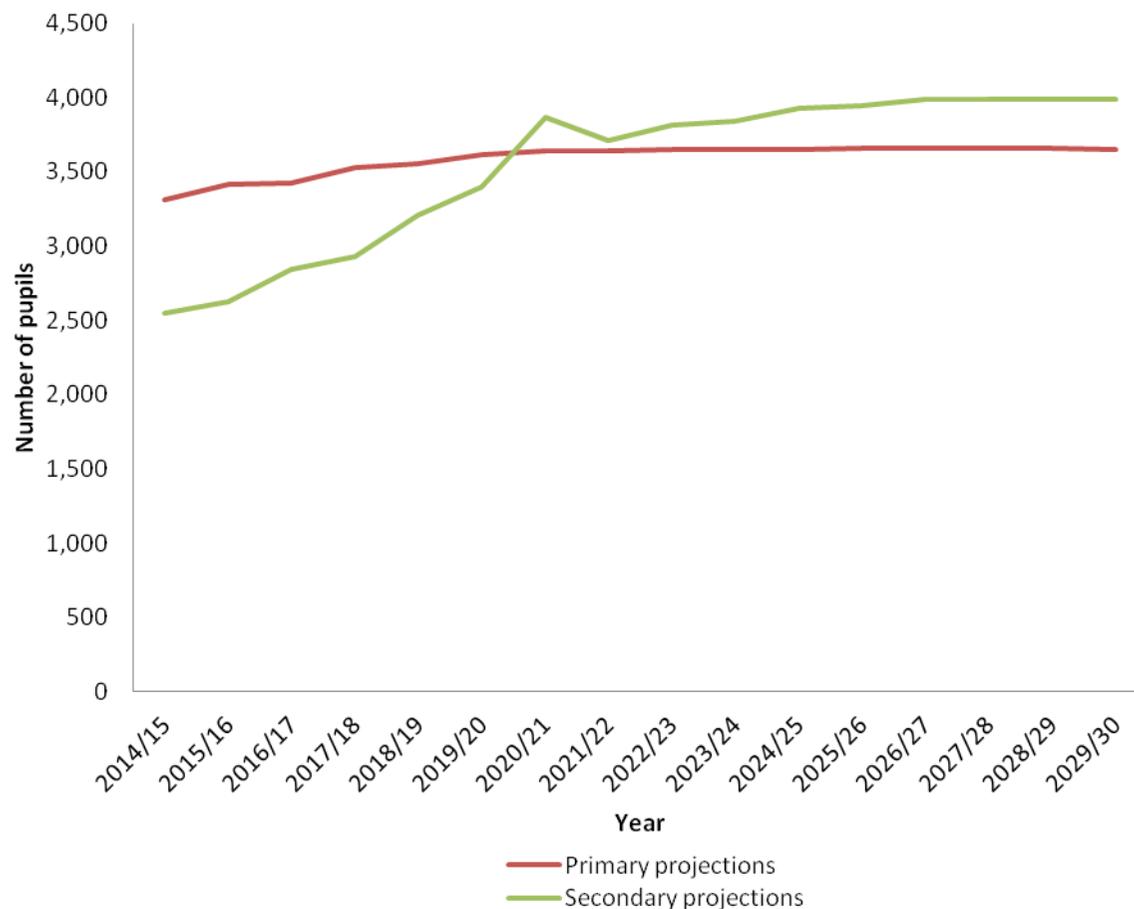


# COMMUNITY INFRASTRUCTURE

## POLICY CI2 - EDUCATION AND SCHOOL PLACES

### Supporting facts

**Table CI2.1: Projections of the number of pupils entering primary and secondary education each year over the Local Plan (2015-30)**



### Notes

- As part of the protocol for working with Free Schools, a 'Standing Committee for Free Schools and Academies' has been established by Cabinet in November 2013 to support work with potential new Free Schools regarding sites, partnership development and infrastructure, to ensure provision of high quality places.
- The need for school places to 2030 is outlined at Appendix 3 in the Infrastructure Delivery Schedule.

Pupil projection figures correct as of 31.03.14. These are projections and as such are liable to change over time, being only indicative of future scenarios.

# COMMUNITY INFRASTRUCTURE

## POLICY CI3 - HEALTH FACILITIES AND HEALTHY PLACES

### **Our approach**

We will facilitate development of a network of health facilities which caters for the increased population and the changing health needs of the borough, while making the borough an environment which encourages healthy living.

### **We will achieve this by**

- (a) Supporting the delivery of new health facilities in areas of need, as identified by Hounslow Clinical Commissioning Group (CCG) or a subsequent commissioning body and through the Joint Strategic Needs Assessment (JSNA) or subsequent assessments. This will include:
  - i. The redevelopment of Heston Health Centre; and
  - ii. A primary care centre at the West Middlesex Hospital site;
- (b) Supporting the improvement and modernisation of existing health facilities through partnership working with the relevant health service providers. This will include improvements to Chiswick Health Centre; and
- (c) Promoting measures which will help to prevent the health issues identified in the Hounslow JSNA or subsequent assessments and make the borough a healthy place to live.

### **We will expect development proposals to**

- (d) Contribute to the health and well-being of the local community where possible, using guidelines such as Active Design; and
- (e) Where required, use the outcomes of a Health Impact Assessment (HIA) to mitigate negative impacts and health risks arising from the scheme.

# COMMUNITY INFRASTRUCTURE

## POLICY CI3 - HEALTH FACILITIES AND HEALTHY PLACES

### We are taking this approach because

8.11 An accessible network of high quality health facilities combined with other measures which promote well-being will help to create a healthy community in the borough. The population of the borough is increasing, putting additional and new pressures on to the health system. Action is needed to target the major health issues of this population which include obesity and ageing, as identified in the Hounslow Joint Strategic Needs Assessment 2012/13. The 'Better Care, Closer to Home: out of hospital strategy', which has been produced by Hounslow Clinical Commissioning Group (CCG), aims to deliver a greater number of services at home or in primary care rather than through hospitals. This will impact on the scale and nature of the physical infrastructure which is needed for health care in the future, with the emphasis being on 'prevention, early intervention and care at home'.

8.12 The council will work in partnership with the new structure of health providers, led by the newly established Public Health team which now sits within the local authority. New development will be required to consider its impacts on the health of the borough and also to contribute to the wider health and well-being of residents. Major developments are required to undertake Health Impact Assessments (HIA) by the London Plan Policy

8.13 Where a HIA is carried out the council will expect the scheme to address broader health and wellbeing impacts of the development through the mitigation of health related problems. This policy sets out the council's approach to improving health care. However other policies, including those in Chapter 10 covering walking and cycling routes and Chapter 6 covering accessible design, provide detail on measures which will improve health while having an alternative purpose.



# COMMUNITY INFRASTRUCTURE

## POLICY CI3 - HEALTH FACILITIES AND HEALTHY PLACES

### Notes

- The estate strategy details are outlined in the 'Better Care, Close to Home: out of hospital strategy' February 2013.
- The health and well-being needs of the current population in the borough are outlined in the Joint Strategic Needs Assessment (JSNA) 2012/13.
- Sport England, in partnership with Public Health England, has produced Active Design guidance
- Further information relating to this policy can be found through the Public Health England 'Healthy People, Healthy Places' programme.



# COMMUNITY INFRASTRUCTURE

## POLICY CI4 - CULTURE AND LEISURE FACILITIES

### Our approach

We will plan for, invest in, and facilitate development of a network of culture and leisure offers which cater for the increased population and the identified needs and demands of the borough.

### We will achieve this by

- (a) Supporting the delivery of new culture and leisure facilities as identified through the Hounslow Culture and Leisure Strategy;
- (b) Supporting the improvement and upgrade of existing culture and leisure facilities; and
- (c) Allocating sites to deliver new culture and leisure facilities within the borough and where necessary to secure re-provision of existing leisure and cultural facilities to more appropriate locations.

### We will expect development proposals to

- (d) Locate leisure and cultural facilities in accessible places and ensure they are designed to enable access to all potential users.

### We are taking this approach because

8.14 A network of affordable and accessible leisure and cultural (sports, recreation and arts) facilities will encourage healthy and inclusive communities within the borough. Participation in sports is measured by the Sport England Active People survey (2010-11), which finds the borough in the highest threshold in the UK, with 18.05%-25.97% of residents taking part in 30 minutes of exercise three times a week. The arts offer and participation rates for the borough describe the west of the borough as 'non-engaged' in an Audiences London mapping exercise in 2009, compared with the east of the borough which is classed as highly engaged. The council's emerging Culture and Leisure Strategy will address these factors in more detail.

### Notes

- The council's PPG17 Study 2010 assesses the need for sports facilities in the borough.
- In October 2009 Audiences London undertook a mapping exercise of the borough, combining analysis of Snapshot London, Mosaic lifestyle profiles and ACE Arts Insight.

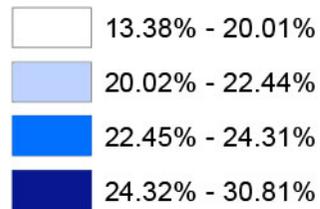
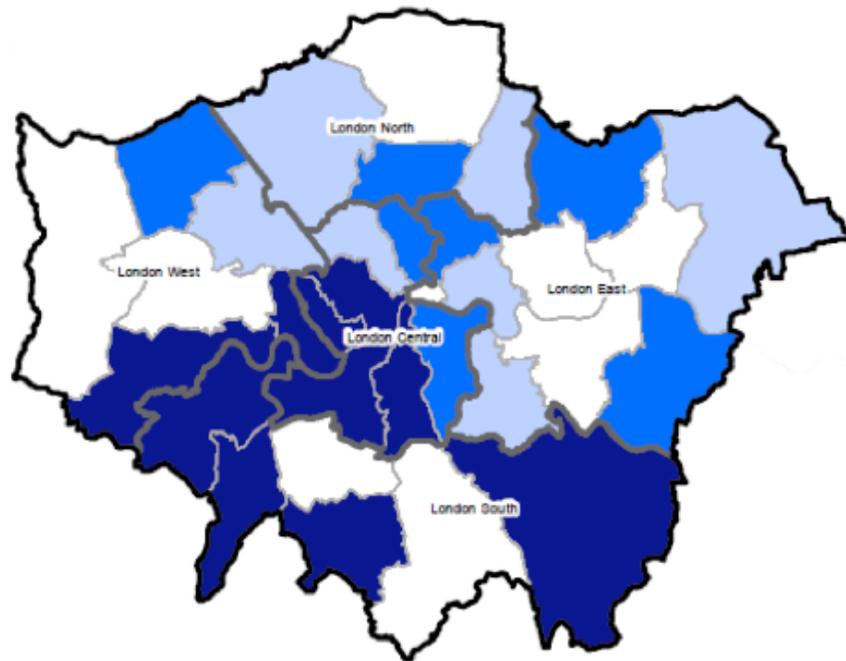


# COMMUNITY INFRASTRUCTURE

## POLICY CI4 - CULTURE AND LEISURE FACILITIES

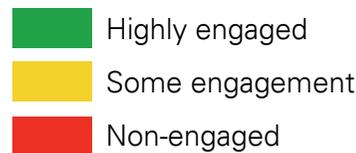
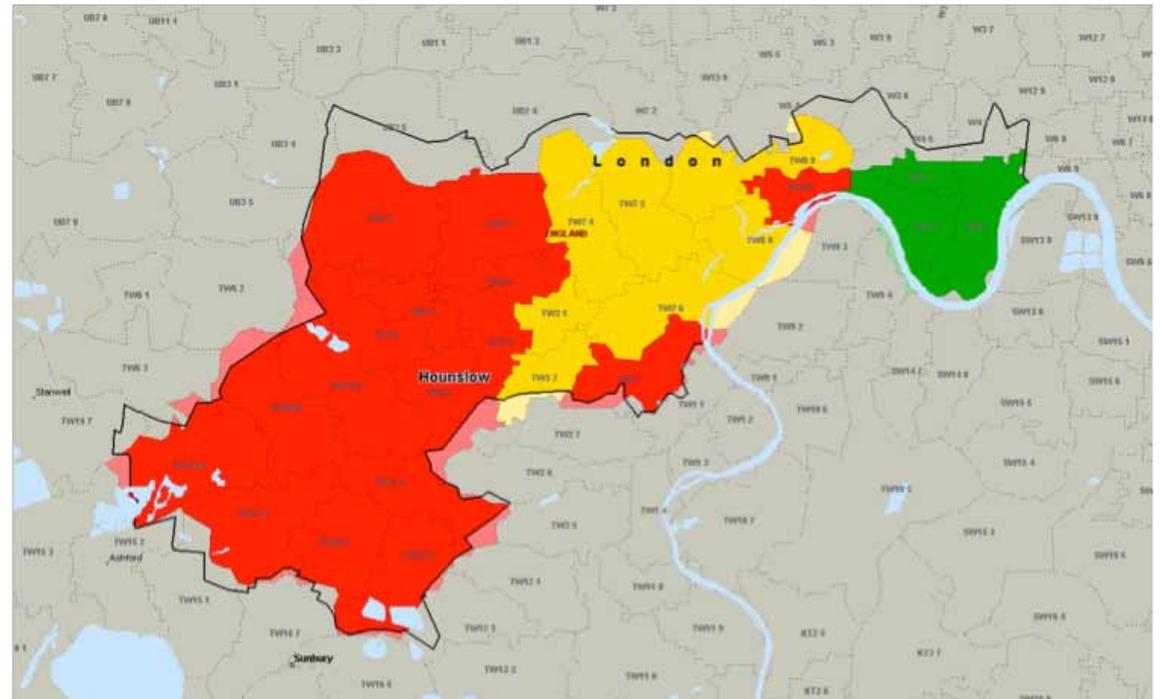
### Supporting facts

Figure CI4.1: Active People Survey 5 (2010/11) for Greater London



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Figure CI4.2: Participation rates in cultural activities 2009



Source: Audiences London mapping exercise 2009

# COMMUNITY INFRASTRUCTURE

## POLICY CI5 - PLACES OF WORSHIP

### Our approach

We will enable the many religions in the borough to establish an appropriate place to worship, celebrating the cultural and religious diversity in the borough without adverse effect on others in the borough and particularly the immediate surrounding area.

### We will achieve this by

(a) Supporting the delivery of new, expanded and improved places of worship which address the issues of impact on the surrounding area.

### We will expect development proposals to

(b) Demonstrate that the following criteria have been complied with when proposing a new place of worship:

- i. The proposed place of worship meets an identified need and is of an appropriate scale for that need;

- ii. The proposal will not have a severe negative impact on the residential amenity of the area;
- iii. Mitigation measures are in place for any larger scale events that will be held at the place of worship;
- iv. Mitigation measures are in place where required to minimise the impact of noise pollution on the surrounding area; and
- v. There will be sufficient off-street car parking to accommodate the anticipated users of the place of worship at both normal and peak times of use, while in accordance with the standards set out in the London Plan.

(c) Be accompanied by a Transport Assessment to demonstrate that adverse impacts on the transport network are avoided or mitigated.

### We are taking this approach because

8.15 One of the borough's assets is its multi-cultural community and it is important that the different religions within this community have a place to worship and meet within the borough.

This must be balanced with consideration of the impacts of new or expanded places of worship on the amenity of those in the surrounding area. By minimising these impacts, the borough will be a cohesive and harmonious place to live and to worship for all of its communities.







**CHAPTER ENVIRONMENTAL  
NINE QUALITY**

# ENVIRONMENTAL QUALITY

## POLICY EQ1 - ENERGY AND CARBON REDUCTION

### Our approach

We will move towards being a low carbon borough, by minimising the demand for energy and promoting renewable and low carbon technologies.

### We will achieve this by

- (a) Promoting opportunities to secure carbon reductions where development comes forward, including through a potential Community Energy Fund to provide for allowable solutions, or a local carbon offset fund to provide local low carbon projects;
- (b) Encouraging developments to incorporate renewable energy and low carbon technologies; and
- (c) Working with partners to identify opportunities for carbon reductions and encouraging the take-up of opportunities to improve the energy efficiency of the existing built environment.

### We will expect development proposals to

#### All developments

- (d) Meet the carbon emission reduction requirements set out in the London Plan.

#### All major developments

- (e) Connect to, or extend, existing decentralised heating, cooling or power networks in the vicinity of the site, unless a feasibility or viability assessment demonstrates that connection is not reasonably possible. Where networks do not currently exist, developments should make provision to connect to any potential future decentralised energy network in the vicinity of the site, having regard to opportunities identified through the London Heat Map and area specific energy plans;
- (f) Evaluate the feasibility and viability of Combined Heat and Power (CHP) systems and, where appropriate, examine the feasibility of extending the system beyond the site boundary, where developments cannot immediately connect to an existing heating or cooling network; and
- (g) Where appropriate make a financial contribution to an agreed borough-wide programme for carbon reductions where required reductions cannot be achieved on-site.

### We are taking this approach because

9.1 Reducing carbon emissions in response to climate change is an established policy priority at the national, London-wide and local levels. The government's policy is for an 80% reduction in greenhouse gas emissions by 2050, and the London Plan seeks to achieve an overall reduction in the city's carbon dioxide emissions of 60% below 1990 levels by 2025. The council is seeking to achieve carbon reductions, both in its operations and across the borough. The built environment, including both new and existing buildings, is central to achieving these targets; this is particularly true for the borough, which is already developed and preparing for further growth. Energy consumption in the borough's housing stock alone is currently the second largest source of carbon emissions, accounting for 33% of the total.

# ENVIRONMENTAL QUALITY

## POLICY EQ1 - ENERGY AND CARBON REDUCTION

9.2 Building Regulations now set national policy for carbon emission reductions in new buildings and will, in step-changes, lead to zero carbon development by 2016 for housing and 2019 for non-residential uses. The means for achieving zero carbon development are evolving, but are likely to include opportunities for qualifying developments to contribute to off-site carbon reduction initiatives. Certainly, however, taking account of layout, building orientation, massing, materials and construction techniques to minimise energy consumption, as well as the use of renewable and low carbon energy technologies will be central to achieving reduced emissions. The London Plan includes detailed policies on these measures, and it is expected that these will be updated to reflect changes to national policy, along with the Mayor of London's Sustainable Design and Construction SPG. Innovative solutions will be encouraged, including the deployment of district heating networks where regeneration comes forward.

### Notes

- Climate Change Act 2008 requires the net UK carbon account for the year 2050 to be at least 80% lower than the 1990 baseline.
- Energy Planning, the GLA's guidance on preparing energy statements, sets out how statements should be prepared to be consistent with the London Plan's energy policy. Developments should prepare energy statements consistent with this guidance or any subsequent updates.
- The means for achieving zero carbon development are emerging, though it is likely that development will need to meet certain low carbon standards through on-site measures called 'carbon compliance', and use 'allowable solutions' to mitigate remaining emissions to zero.
- 'Allowable solutions' would involve paying a third party to mitigate emissions on the behalf of developers using a suite of initiatives such as district heating or energy-to-waste schemes. To facilitate this, it is likely that Private Third Party providers of allowable solutions will come forward, and the council

may also choose to establish a body, known as a Community Energy Fund (CEF), to collect and spend monies on a locally managed list of solutions. Developers should refer to any supplementary guidance regarding allowable solutions, including the potential to contribute to a future Community Energy Fund, where it is proposed to use these to meet Building Regulations requirements.

- The council may also use other means to reduce emissions, including a Local Carbon Offset Fund. Should these come forward; supplementary guidance will set out expectations for development.
- The Carbon Reduction Evidence Base considers options for reducing carbon emissions, and identifies that Brentford and Hounslow town centres are suitable for local heat and power networks. This is supported by the London Heat Map report for the borough, which also identifies a number of schemes that may be viable.
- The District Heating Manual for London provides useful guidance for developers on the technical aspects of decentralised energy networks.

# ENVIRONMENTAL QUALITY

## EQ2 - SUSTAINABLE DESIGN AND CONSTRUCTION

### Our approach

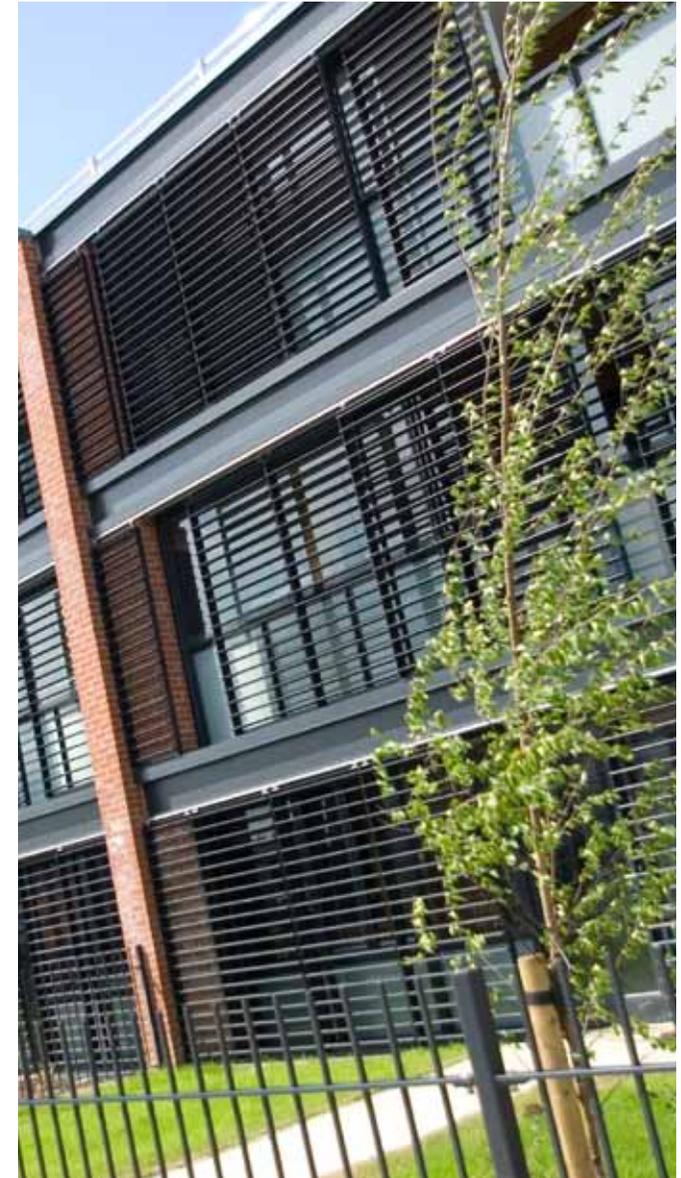
We will promote the highest standards of sustainable design and construction in development to mitigate and adapt to climate change.

### We will achieve this by

- (a) Promoting sustainable design and construction, consistent with the principles established in the London Plan;
- (b) Using national standards for sustainable design and construction to assess environmental credentials of developments, and requiring schemes to meet specified levels as minimum; and
- (c) Encouraging the take-up of opportunities to improve the resource efficiency of existing homes and buildings through refurbishment to retrofitting, including through working with partner agencies such as Historic England to secure improvements in heritage assets.

### We will expect development proposal to

- (d) Incorporate established principles for sustainable design and construction as set out in the London Plan, including passive solar design, water efficiency standards, sustainable drainage, the reuse and recycling of construction materials, green roofs and urban greening;
- (e) Be assessed against the standards for sustainable design and construction set out in Table EQ2.1 and submit relevant documentation to demonstrate that minimum specified levels are met or meet any national standards that subsequently supersede these; and
- (f) Prepare a sustainability statement, where major developments are proposed.



# ENVIRONMENTAL QUALITY

## EQ2 - SUSTAINABLE DESIGN AND CONSTRUCTION

**Table EQ2.1: Standards for sustainable design and construction**

Development in the borough will be expected to meet the following minimum standards, unless they are replaced by any applicable national standards.		
	<b>New build</b>	<b>Refurbishments</b>
<b>Residential</b>	All new development should meet the standards for sustainable design and construction set out in the London Plan, including any of the 'optional' Building Regulations requirements it adopts.	Major developments involving refurbishments should be assessed against BREEAM Domestic Refurbishments, and a rating of Excellent as minimum.
<b>Non-residential</b>	All new development over 500sqm should be assessed against BREEAM and meet a rating of Excellent as minimum.	Major developments involving refurbishments should be assessed against BREEAM Non-Domestic Refurbishments, and a rating of Excellent as minimum.

### We are taking this approach because

9.3 Hounslow is a developed urban borough that will see further development of housing and other buildings to support new populations of residents and workers during the plan period. Therefore, the built environment has a significant role to play in climate change mitigation and adaptation. The opportunities for sustainable design and construction are rapidly evolving through innovation and advances to technology, and in turn feasibility. However, some of the underlying principles of sustainable design and construction are well established, and detailed in the London Plan and in guidance prepared by the council's other partners.

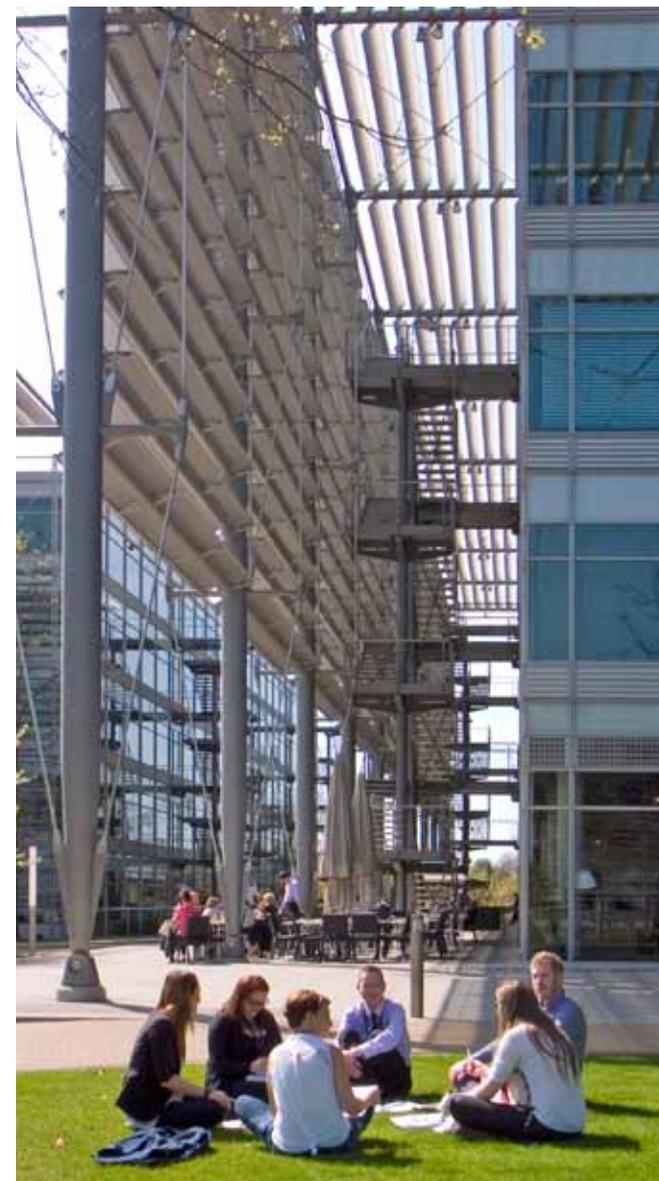
9.4 Sustainable design and construction requires the implementation of many of the policies included in the Local Plan, including those on climate change and carbon reduction, flood risk and surface water management, waste and pollution. However to ensure sustainability principles are embedded in future development in all locations, London Plan standards for sustainable design and construction, and national standards such as the Code for Sustainable Homes and BREEAM, will be used to measure performance, and minimum requirements will provide for consistent implementation and ensure that all developments contribute to sustainable development.

# ENVIRONMENTAL QUALITY

## EQ2 - SUSTAINABLE DESIGN AND CONSTRUCTION

### Notes

- This policy sets out the overarching expectations for sustainable design and construction. Other policies, especially those in chapters 7 and 9, set out more detailed requirements on more specific sustainable design elements, such as climate change and carbon reduction, flood risk and surface water management, pollution and biodiversity.
- The government's Code for Sustainable Homes is the national standard for sustainable design and construction for housing. The Code assesses the sustainability performance of new developments in nine areas at the design (or interim) and post-construction stages and awards a rating, starting at Level 1 and increasing to Level 6 (zero carbon). Certificates for each dwelling are issued after assessments have taken place.
- In addition to meeting Level 4 of the Code for Sustainable Homes as minimum, specific credits for ENE 2 Fabric Energy Efficiency (five credits) and Mat 1 Environmental Impact of Materials (ten credits) should be met to address local air quality conditions.
- The London Plan requires residential development to be designed so that mains water consumption meets a target of 105 litres or less per head per day.
- The Building Research Establishment Environment Assessment Method (BREEAM) provides a similar measure for non-residential developments, also at the design and post-construction stages and awarding a rating of 'pass', 'good', 'very good', 'excellent' or 'outstanding'. It also includes nine elements.
- BREEAM Domestic Refurbishment has been developed to assess the sustainability performance of housing refurbishments, whilst BREEAM Non-Domestic Refurbishments is being developed for non-residential refurbishments and is expected to be operational in early 2014.
- BREEAM Domestic Refurbishment has been developed to assess the sustainability performance of large-scale neighbourhood schemes.
- A number of other standards can be used to assess the sustainability of development. BREEAM Communities can assess large-scale neighbourhood schemes and CEEQUAL can assess infrastructure and public realm projects. Where appropriate, the use of these standards in addition to those required in Table EQ2.1 will be encouraged.
- The Mayor of London has published a draft Sustainable Design and Construction SPD (2013), which provides further details on sustainable design and construction elements set out in the London Plan.
- Climate Change and the Historic Environment, produced by English Heritage (now Historic England), provides guidance on retrofitting historic and other older properties.



# ENVIRONMENTAL QUALITY

## POLICY EQ3 - FLOOD RISK AND SURFACE WATER MANAGEMENT

### Our approach

We will ensure that flood risk is reduced by ensuring that developments are located appropriately and incorporate any necessary flood resistance and resilience measures. In addition, surface water will be managed through an increased emphasis on sustainable drainage.

### We will achieve this by

- (a) Using the sequential and exceptions tests to inform planning decisions in flood risk areas to ensure inappropriate development is avoided;
- (b) Promoting improved surface water drainage across the borough, by working with partners to identify, manage and reduce the risk of surface water flooding;
- (c) Promoting the opening up of river corridors and making space for water through the creation of buffer zones to water courses and increasing floodplain connectivity;
- (d) Working with partners to ensure the provision and maintenance of flood defences, in line with the Infrastructure Delivery Plan;
- (e) Encouraging the take-up of opportunities to improve flood resistance and resilience in the borough's existing built environment, including drainage improvements, flood guards and raising electrical sockets and other vulnerable fittings; and
- (f) Working with the Environment Agency to implement actions of the Thames Estuary 2100 plan.

### We will expect development proposals to

- (g) Prepare flood risk assessments, consistent with the requirements of the Environment Agency and the Strategic Flood Risk Assessment, and apply the sequential approach within site boundaries to ensure flood risk is further decreased;
- (h) Incorporate necessary flood resistance and resilience measures, including ensuring that adequate flood defences are in place and maintained through the lifetime of the development;
- (i) Incorporate sustainable 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; and
- (j) Where adjacent to the River Thames, demonstrate that they will not preclude future rising or set back of the defence as identified in the Thames Estuary 2100 Plan to ensure adequate flood protection for the lifetime of the development.

# ENVIRONMENTAL QUALITY

## POLICY EQ3 - FLOOD RISK AND SURFACE WATER MANAGEMENT

### We are taking this approach because

9.5 Flood risk presents a major challenge for London, especially to boroughs like Hounslow, located on the River Thames. As such, a proactive approach to flood risk management is required, and planning can significantly reduce the risk of flooding by ensuring development is located appropriately and by promoting design that is flood resistant and resilient. Flooding can take various forms: tidal flooding (caused by surges in the Thames Estuary) and fluvial flooding (from other rivers, such as the Rivers Brent and Crane) are the most likely flood events, though flooding from surface water, sewers and groundwater also present risks.

9.6 The Strategic Flood Risk Assessment (SFRA) for the borough maps areas at risk from tidal and fluvial flooding, and is the basis for determining whether development proposals are appropriately located. A Surface Water Management Plan (SWMP) has been prepared to minimise surface water flooding, and this will be supported by the council's role in requiring developments to incorporate SuDS, consistent with national policy. The Environment Agency's Thames Estuary 2100 Plan also provides actions for boroughs that have a relationship with the River Thames, which seek to ensure that London is adequately defended in the long term. To manage all types of flooding, the council will work with the Environment Agency, who have statutory responsibility for flood risk and play a role in the development management process.

### Supporting facts

#### The probability of flooding in the borough

Of the 96,000 properties in the borough, approximately 16,000 (or 15%) are at risk from flooding in the scenario of a 1 in 1,000 year event (0.1%). Most of these properties are located in Chiswick, Brentford and Isleworth, as the primary source of flood risk is tidal flooding from the River Thames (approximately 90%). However, it should be noted that the likelihood of flooding is low given the established flood defences locally and downstream (including the Thames Barrier). Smaller areas of the borough were exposed to fluvial flooding in the event of overflows from the rivers Brent and Crane (flooding of the latter occurred in 1965 and 1999).

# ENVIRONMENTAL QUALITY

## POLICY EQ3 - FLOOD RISK AND SURFACE WATER MANAGEMENT

### Notes

- The SFRA sets out those parts of the borough that are at risk from flooding, and the extent to which flood events may impact the built environment. It should be used alongside the most recent flood risk mapping published by the Environment Agency to inform planning decisions.
- The aim of the sequential and exceptions test is to steer new development to areas with the lowest probability of flooding. Flood zones established in the SFRA and Environmental Agency mapping are the basis for these tests, and their requirements are set out in the NPPF Technical Guidance.
- Flood zones provide a guide for the probability of flooding. Zone 1 is considered low probability, Zone 2 is considered medium probability, Zone 3a is considered high probability and Zone 3b is considered part of the functional floodplain.
- Development proposals requiring a flood risk assessment include those located in Flood Zones 2 and 3 and those located in Flood Zone 1 of over 1ha. Flood Risk Standing Advice is available on the Environment Agency's website to inform these assessments.
- The Thames Estuary 2100 Plan was produced by the Environment Agency and sets out the strategic direction for managing flood risk in the Thames estuary to the end of the century and beyond. The plan groups local planning authorities into Action Zones, and provides specific guidance for each of these zones. The borough is included in Action Zone 0 (estuary-wide) and Action Zone 1 (west London), and development proposals should have regard to recommendations for these zones.
- The SWMP outlines the preferred surface water management strategy for the borough and includes consideration of flooding from sewers, drains, groundwater and runoff from land, small watercourses and ditches that could occur as a result of heavy rainfall. Development proposals should be consistent with the actions set out in the plan.
- The Flood Risk Regulations 2009 and the Flood and Water Management Act 2010 have increased the statutory responsibilities of unitary authorities. As a unitary authority, the borough is designated as a Lead Local Flood Authority (LLFA) and is also responsible for the preparation of a flood risk management plan and ensuring developments incorporate SuDS, consistent with national policy.



# ENVIRONMENTAL QUALITY

## POLICY EQ4 - AIR QUALITY

### Our approach

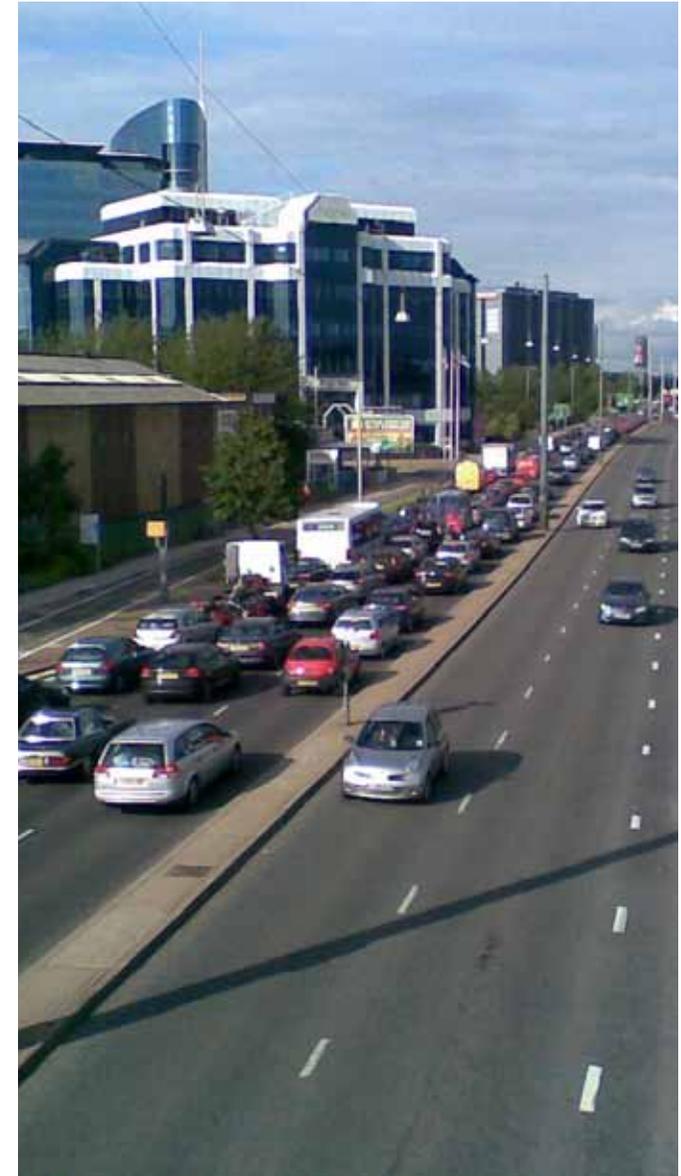
We will seek to reduce the potential air quality impacts of development and promote improved air quality conditions across the borough, in line with the Air Quality Action Plan.

### We will achieve this by

- (a) Assessing the potential air quality impacts of development proposals;
- (b) Encouraging air quality-sensitive development to be located in the most appropriate places, and requiring mitigation measures to minimise adverse impacts on end users through planning conditions; and
- (c) Ensuring that development does not exacerbate existing air pollution and wherever possible improves air quality, by promoting development that reduces and limits exposure to emissions through on-site mitigation and is 'air quality neutral', and through promoting sustainable design and seeking developer contributions where appropriate, consistent with the London Plan, the Mayor's Air Quality Strategy and the National Air Quality Strategy.

### We will expect development proposals to

- (d) Carry out air quality assessments where major developments or change of use to air quality sensitive uses are proposed, considering the potential impacts of air pollution from the development on the site and neighbouring areas, and the potential for end users to be exposed to air pollution, consistent with requirements established in the Air Quality SPD, the London Plan and in government and European policy are met; and
- (e) Incorporate mitigation measures where air quality assessments show that developments could cause or exacerbate air pollution, or where end users could be exposed to air pollution.



# ENVIRONMENTAL QUALITY

## POLICY EQ4 - AIR QUALITY

### **We are taking this approach because**

9.7 Air quality issues in the borough are well known. The council's Air Quality Action Plan (AQAP) designates the whole borough as an Air Quality Management Area (AQMA), and identifies road transport as the major source of air pollution, giving rise to nitrogen dioxide and particulate matter which can cause respiratory illnesses and other adverse health effects. Hounslow, like every local authority, has a statutory duty to work towards air quality targets established in the Mayor's Air Quality Strategy and in government and European policy.

9.8 Where development is proposed in areas of poor air quality, planning considerations are twofold. Firstly, the contribution that the development makes to air pollution requires careful consideration so as to avoid exacerbation of existing problems. This may mean, for example, that developments in certain areas that may attract a high number of vehicle movements, or contribute to emissions through the use of biomass, should be avoided. Secondly, the health and well-being of end users needs to be protected and maintained, and as such, specific measures regarding internal ventilation and air filtering may be required. Both of these considerations are particularly important in locations that exceed European Union limit values, and areas that currently exceed these limits include Great West Road, London Road, and Chiswick High Road.

9.9 There are also a number of other forms of air pollution. Odour pollution can impact on residential amenity and the attractiveness of neighbourhoods, and dust pollution, which often arises from construction, can also have health impacts. Developments should ensure that pollution from these sources is avoided.

### **Notes**

- The council's Air Quality SPD sets out the information required for air quality assessments and further guidance on air quality considerations.
- Early assessment of the air quality environment is encouraged, as potential mitigation measures can have implications on the proposed design, construction and sustainability of proposals.
- Air quality assessments should demonstrate how exposure to pollutants would be reduced to within acceptable levels, including known uncertainty of the model used.
- Design and mitigation measures will usually be required through planning conditions.
- The council's AQAP is currently under revision, and progress reports are published annually
- AQMAs are designated where air quality objectives are not likely to be met, which in the case of Hounslow is the whole borough.
- European air quality policy is set out in Directive 50/2008/EC on ambient air quality and cleaner air for Europe. This requires exposure levels of harmful pollutants to be reduced and set out limit values which the borough should work towards.
- The London Plan requires developments to be 'air quality neutral', by using the best available techniques to be applied to minimise pollutant emissions.

# ENVIRONMENTAL QUALITY

## POLICY EQ5 - NOISE

### **Our approach**

We will seek to reduce the impact of noise from aviation, transport and noise-generating uses, and require the location and design of new development to have considered the impact of noise, and mitigation of these impacts, on new users and surrounding uses according to their sensitivity.

### **We will achieve this by**

- (a) Assessing the potential noise impacts of development proposals where they are located near to noise-sensitive uses (such as housing) or existing sources of noise;
- (b) Directing noise-sensitive development to locations outside those areas identified where noise exposure is likely to cause adverse effects in terms of public health and well-being and children's cognitive learning in schools;
- (c) Ensuring noise-sensitive development is protected against existing and proposed sources of noise through careful design, layout and use of materials, adequate insulation of the building envelope (including both internal/external walls and ceilings), as well as protecting external amenity areas;

(d) Encouraging the uptake of measures to decrease noise nuisance in the built environment, including working with Heathrow Airport to improve conditions for households and other noise-sensitive uses exposed to high levels of noise, consistent with the Aviation Policy Framework; and

(e) Considering the designation of Quiet Areas and identifying and protecting areas of tranquility which have remained relatively undisturbed by noise and are valued for their recreational and amenity value for this reason.

### **We will expect development proposals to**

- (f) Carry out noise assessments where major schemes or a change of use to a more noise-sensitive use are proposed, detailing on site noise levels both internally and in any external amenity space, and the potential impact of the development on surrounding uses;
- (g) 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), including where conversions or change of use are proposed;

(h) Ensure that noise mitigation measures are implemented, to demonstrate compliance with British Standard BS8233: 2014 - Guidance on sound insulation and noise reduction for buildings, as appropriate;

(i) Demonstrate that new plant and machinery (including ventilation) do not harm the amenity of neighbouring properties and generate noise level that is at least 10dB below the background noise levels; and

(j) Be located outside of the 69 dB LAeq 16hrs noise contour of Heathrow Airport where noise-sensitive uses (i.e. residential, nursing/care homes, schools/educational establishments, hospitals/healthcare facilities) are proposed, consistent with Section 2 of the International Civil Aviation Organisation (ICAO) Balanced Approach to Aircraft Noise Management which directs residential developments outside this contour.

# ENVIRONMENTAL QUALITY

## POLICY EQ5 - NOISE

### We are taking this approach because

9.10 The principle sources of noise pollution in the borough are aircraft arrivals and departures and ground operations at Heathrow Airport, causing particular concerns in the west of the borough. Road transport also causes noise nuisance, particularly along major arterial roads such as the A4 and M4, and other disturbance can come from noise generating uses such as industrial and commercial operations, food, drink and entertainment establishments and a building's plant and equipment. In addition, noise pollution can arise from vibration. All these sources of noise pollution can have a serious effect on human health, and therefore development should seek to avoid and mitigate noise nuisance.

9.11 The approach to minimising noise impacts is twofold. Firstly, noise generating development, and proposals for developments near existing sources of noise, should be designed such that disturbance is avoided. The use of noise impact assessments, and assessing potential noise nuisance using recognised measures such as British Standards, should be used to

prevent and mitigate noise. Secondly, planning decisions should consider the context of the built environment, including established sources of noise pollution. This approach is particularly relevant in the borough, where noise from Heathrow Airport's operations calls for land-use planning to have a role in reducing noise, as set out in the government's Aviation Policy Framework. In this regard, the council has a role in ensuring noise nuisance is not exacerbated by placing sensitive uses outside of higher noise contours. Noise contour mapping shows those parts of the borough affected by aircraft noise, rising from 57 dB LAeq 16h to 72 dB LAeq 16hr. Consistent with the ICAO Balanced Approach and advice from the airport operator, noise-sensitive development should be located outside the 69dBA LAeq16h contour, and in the case of family housing and non-residential noise-sensitive development, also outside of the 63dBA LAeq.

9.12 The council is working with adjacent boroughs to develop further guidance on managing noise arising from and sensitive to new development, and will continue to work with other stakeholders, including Heathrow Airport, to manage the impacts of noise.



# ENVIRONMENTAL QUALITY

## POLICY EQ5 - NOISE

### Notes

- The council is producing a Development Control for Noise Generating and Noise-sensitive Development SPD with the London Boroughs of Hillingdon and Richmond, which will provide guidance on the location and design of new development with regard to noise (expected 2014).
- The council's draft Air Quality SPD (2013) provides guidance on noise considerations.
- British Standard BS8233: 2014 - Guidance on sound insulation and noise reduction for buildings, BS 4142:2014 (Method for Rating and assessing industrial and commercial sound and BS 6472-1:2008 (Guide to evaluation of human exposure to vibration in buildings) should inform noise assessments.
- Noise generating uses (such as industrial and commercial operations, food and drink establishments and other town centre uses) can impact on surrounding residential properties. It may be appropriate to restrict hours of operation, deliveries and refuse and recycling collection.
- Noise pollution includes vibration, and planning should limit human exposure to vibration under the Control of Pollution Act 1974, Part III, which gives local authorities powers to control noise from construction sites, and the Environmental Protection Act 1990, Part III (as amended by the Noise and Statutory Nuisance Act 1993), which requires local authorities.
- Abatement notices will be served where noise emitted from any premises, or from vehicles, machinery and equipment in the street, constitutes a statutory nuisance.
- The Aviation Policy Framework sets out the government's policy on the noise impacts arising from aviation, including planning considerations that may be a material consideration in planning decisions. The framework expects airport operators to offer households exposed to levels of noise of 69 dB LAeq 16h or more, assistance with the costs of moving, and to offer acoustic insulation to noise-sensitive buildings, such as schools and hospitals, exposed to levels of noise of 63 dB LAeq 16h or more.
- Between the 69dBA LAeq and 63dBA LAeq contours there will be a presumption against family housing, whilst other smaller one bed and studio housing will only be accepted where high levels of sound insulation and ventilation are provided. There will also be a presumption against non-residential noise-sensitive development in this zone. In addition, between 63 and 57dBA LAeq contours all new built development, including residential extensions, should have high levels of sound attenuation and acoustically treated ventilation. The ICAO Balanced Approach encompasses four principal elements: reduction of noise at source; land use planning and management; noise abatement operational procedures; and operating restrictions on aircraft.
- The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003 transpose European Directive 2002/30/EC on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports into United Kingdom law. The regulations apply to major airport operators with over 50,000 civil jet aircraft movements a year (which includes Heathrow Airport) and reflect the adoption of the ICAO balanced approach to managing aircraft noise. Management of noise by Local Planning Authorities is also an element, and the borough considers that the 69 dB (A) LAeq 16h contour represents a Significant Observed Adverse Effect Level (SOAEL). As such, residential developments within this area are not permitted.

# ENVIRONMENTAL QUALITY

## POLICY EQ6 - LIGHTING

### **Our approach**

We will reduce the light pollution impacts of development, and promote reduced light pollution and sky glow across the borough.

### **We will achieve this by**

- (a) Assessing the potential light impacts of development proposals;
- (b) Encouraging proposals to introduce automated timing systems to operate on 'night-time mode' when buildings are not in use; and
- (c) Refusing proposals which result in an adverse impact on local and residential amenity, wildlife and biodiversity.

### **We will expect development proposals to**

- (d) Minimise light pollution by providing the minimum amount of light necessary to achieve its purpose and energy efficiency measures;
- (e) Incorporate energy efficiency measures;
- (f) Provide adequate protection from glare and light spill to sensitive receptors;
- (g) Demonstrate that proposals will not adversely impact on biodiversity and environments; and
- (h) Submit a light assessment report where necessary, and mitigate the level of illumination, glare and spillage of light, in line with guidance produced by the Institute of Lighting Engineers and Building Research Establishment.



# ENVIRONMENTAL QUALITY

## POLICY EQ6 - LIGHTING

### We are taking this approach because

9.13 Lighting can provide opportunities for evening and night-time activities, increase perceptions of safety and security, and add vitality to streetscapes by highlighting landmarks. However, excessive light can have a negative impact on health and well-being, as well as biodiversity and the environment. In the borough, sources of complaint include streetlights, floodlights at sports fields and lighting of advertisements. Overlighting (or perceptions of overlighting) and glow from larger schemes or cumulative impact can also cause nuisance. Good design is critical to minimising nuisance, and therefore development proposals should draw on industry guidance and best practice.

### Notes

- The Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light GN01:2011 and the Building Research Establishment (BRE) Obtrusive Light from Proposed Developments DG: 529 set out control measures to prevent obtrusive light.
- Consideration should be given to the height of floodlighting columns or the light source, the hours of use, the angle of the light and level of the light. Baffles or shields can be used on the light source to restrict and direct the angle of light.
- Bats are protected under the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats) Regulations 1994. Lighting near bat roosts can cause disturbance and desertion, or disturb behavioural patterns of bats. As such, Natural England must be consulted on any proposals which may affect bats.

- Light pollution is established in the Clean Neighbourhoods and Environment Act 2005, and defined as artificial light emitted from premises so as to be prejudicial to health or a nuisance.
- This policy sets out general requirements for lighting. However, other policies, including those in Chapter 6 on context and character (and specifically advertising) and Chapter 7 on green and blue infrastructure, should also inform proposals for lighting.

# ENVIRONMENTAL QUALITY

## POLICY EQ7 - SUSTAINABLE WASTE MANAGEMENT

### Our approach

We will work with the West London Waste Authority boroughs to meet our waste apportionment, whilst promoting the prevention, re-use, recycling and recovery of waste, consistent with the waste hierarchy.

### We will achieve this by

- (a) Working with the West London Waste Authority boroughs to manage the borough's London Plan waste apportionment as set out in the West London Waste Plan;
- (b) Promoting improvements to wastewater infrastructure, including the Mogden Sewage Treatment Works; and
- (c) Providing in-principle support for proposals for new sewage and wastewater infrastructure, including the Thames Tideway Sewer Tunnels.

### We will expect development proposal to

- (d) Incorporate suitable arrangements for waste management, including the location, size and design of waste and recycling facilities, and transport access.

### We are taking this approach because

9.14 London is moving towards waste self-sufficiency, an aim to manage as much of its waste within London as practicable, and sending zero biodegradable and recyclable waste to landfill by 2031. To achieve this, the borough has adopted the West London Waste Plan (WLWP) in partnership with the West London Waste Authority boroughs of Brent, Ealing, Harrow, Hillingdon and Richmond. This sets out how the boroughs manage their waste apportionment requirements set out in the London Plan. For Hounslow, this means managing 288,000 tonnes each year to 2036. The West London Waste Plan protects existing waste facilities and identifies sites for waste management in the west London boroughs.

### Notes

- The 'waste hierarchy' ranks five steps for dealing with waste. Prevention is at the top of the hierarchy, followed by re-use, recycling, recovery and finally disposal in terms of environmental preference. The hierarchy is established in the EU Waste Framework Directive and transposed into UK law by The Waste (England and Wales) Regulations 2011.

9.15 Another component of waste management is sewage and wastewater treatment. The Mogden Sewage Treatment Works is a regionally significant treatment facility in the borough, and has traditionally been a source of odour pollution for residents in Hounslow town, Isleworth and beyond. In recent years capacity increases have been accompanied by on-site improvements including odour and mosquito mitigation, and a waste-to-energy scheme that generates much of the site's energy needs. Improved capacity will also be delivered by the Thames Tideway Sewer Tunnels, which includes a west London to east London system that runs underground through the borough. The borough is working with Thames Water, who is delivering this scheme, in recognition that it forms a major infrastructure investment.

- Thames Water prepared a Development Consent Order (DCO) for the Thames Tideway Sewer Tunnels, which was considered by the Planning Inspectorate and consented in September 2014.
- London Plan Policy 5.17 protects existing waste facilities and seeks to facilitate their maximum use, and also sets out criteria for determining waste-related applications. These policies are further detailed in the West London Waste Plan.

# ENVIRONMENTAL QUALITY

## POLICY EQ8 - CONTAMINATION

### **Our approach**

We will ensure that contamination is properly considered and promote the remediation of land where development comes forward, consistent with the council's Contaminated Land Strategy and the NPPF.

### **We will achieve this by**

- (a) Assessing development proposals to determine the suitability of the proposed use in relation to conditions on site;
- (b) Promoting the remediation of contaminated or potentially contaminated land, and the improvement of land conditions and water quality in all areas, as regeneration takes place and development proposals come forward; and
- (c) Supporting the provision of infrastructure for decontamination and soil remediation.

### **We will expect development proposals to**

- (d) 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;
- (e) Present proposals for the control of any risks from contamination that may be present;
- (f) Demonstrate that contamination has not been caused during development, including demonstrating that imported materials are of suitable quality;
- (g) Have regard to sustainability considerations where remediation is required, including controlling the quantities of material removed from or imported to the site;
- (h) Present evidence to demonstrate that following completion the risks from contamination have been controlled effectively in accordance with the development proposals; and
- (i) Ensure that the contamination of water is avoided, and where possible include measures to improve water quality through sustainable design and construction.

# ENVIRONMENTAL QUALITY

## POLICY EQ8 - CONTAMINATION

### We are taking this approach because

9.16 The borough has been home to a wide variety of uses throughout its history, including industrial uses, landfill, military operations and gas works. These uses have led to the potential for contamination on many sites, through the deposition of waste materials including putrescible waste, onsite chemical spillages, the burning of materials, leaks from fuels or chemical tanks and a range of other processes. Across London, the redevelopment of previously developed land is encouraged as a means of providing remediation and making full use of available land, and can also improve water quality. Those undertaking development have a duty to ensure that where a site is affected by contamination or land stability issues, a safe development is secured.

### Notes

- The council will review development proposals and may require measures to assess and mitigate any risks to health and the wider environment from contamination where permission is granted.
  - Site investigations should be carried out by a competent person, and the extent of investigation required will depend on the size and type of development proposed and the history of the site.
  - Developments consisting of residential or small commercial extensions, or replacement of a single domestic dwelling where contamination is not known or suspected to be present will not normally require investigation. However, where there is reason to suspect that contamination is present then investigation will be required.
  - Desk-based investigations should normally identify the historic use of the development site, the contamination sources which may be associated with the site, the risk they may pose to a proposed development and what further investigatory and remedial works are required.
  - Remedial works may be completed during the course of development or in certain cases extend after construction has finished where this is the most technically appropriate solution.
- There is a large body of standards and guidance published by government and industry groups relating to the investigation and remediation of land affected by contamination and this should inform development proposals.
  - Demonstration of successful remediation is likely to involve the production of a verification report including relevant information such as the results of validation testing, waste transfer documentation, and certification of correct installation of any gas or vapour barriers used.
  - The council's Contaminated Land Strategy guides its work on the control of risks from contamination, in line with Part 3a of the Environmental Protection Act 1990.
  - The Environment Agency's Groundwater Protection: Principles and Practice (GP3) considers the risk of water contamination through development, and suggests that certain uses are located an appropriate distance from receptors known as Source Protection Zones (SPZs).
  - The Water Framework Directive promotes the remediation of contaminated land as a means of achieving water quality improvements.
  - Development should include drainage designs and piling that do not pose a risk of mobilising contaminants, and promote improvements to water quality through sustainable design and construction.

# ENVIRONMENTAL QUALITY

## POLICY EQ9 - HAZARDOUS SUBSTANCES

### Our approach

We will ensure that proposals involving or located nearby hazardous substances do not pose unacceptable health and safety risks.

### We will achieve this by

- (a) Ensuring that proposals involving hazardous substances are only located where they would not cause potential health and safety risks to neighbouring uses, and preventing other uses from locating near potentially polluting substances where future users could be at risk;
- (b) Consulting the Health and Safety Executive (HSE) and the Environment Agency on proposals involving hazardous substances where required; and

### We will expect development proposals to

- (c) Ensure that proposals involving hazardous substances do not cause potential health and safety risks to neighbouring uses;
- (d) Ensure that future users are not vulnerable to health and safety risks where the proposal is located near existing hazardous substances; and
- (e) Apply for hazardous substances consent (HSC) where required.

### We are taking this approach because

9.17 Within urban areas such as Hounslow town there are facilities that handle hazardous substances. These uses can present risks to public health and safety, and as such it is necessary to make planning provisions for these sites, as well neighbouring areas. The borough is a hazardous substances authority (HSA) and grants consents for hazardous installations, in consultation with the Health and Safety Executive (HSE) and the Environment Agency. The HSE is consulted on all hazardous substances consent applications, as well as certain applications in the vicinity of sites that handle hazardous substances (particularly those that increase the number of end users).

### Notes

- The Health and Safety Executive (HSE) is the statutory consultee for hazardous substances, and will be consulted on planning proposals where there are hazardous substances considerations.

# ENVIRONMENTAL QUALITY

## POLICY EQ10 - MINERALS

### **Our approach**

We will contribute to London's aggregate supply by safeguarding potential extraction sites. Where extraction takes place, the restoration of sites will leave them in better condition than before quarrying began, and deliver new nature conservation and recreational assets for the community.

### **We will achieve this by**

- (a) Allocating Rectory Farm (site reference 58, as shown in Figure EQ10.1) as an extraction site to meet the borough's London Plan apportionment of 700,000 tonnes. Proposals for other uses will be refused where minerals have not been extracted, unless the use is on a strictly temporary basis that is unlikely to delay the practical commencement of extraction operations, or where an overriding community need for the proposed development outweighs the need for the mineral resource;
- (b) Safeguarding other sites with minerals reserves (as identified on the Policies Map as Land South of Hatton, Mayfield Farm, Land West of Thames Water works at Kempton, and Land to the rear of Western International Market) so that their potential contribution to the borough's aggregate supply is considered before development takes place that could prevent future extraction; and
- (c) Promoting the recycling of construction, demolition and excavation waste, consistent with the West London Waste Plan.
- (d) Promoting the sustainable movement of aggregates, including safeguarding railheads used for distribution.

### **We will expect development proposals to**

- (e) Submit a comprehensive Environmental Impact Assessment (EIA) with any planning application for minerals extraction, and adopt an Environmental Management System (EMS) to outline measures to address environmental impacts identified in the EIA. Thereafter the minerals development should be conducted in accordance with the operating procedures and targets of the EMS and a copy of the performance monitoring report shall be submitted to the council annually; and
- (f) Give due consideration to the aftercare and restoration of sites, including the creation of new habitats for biodiversity.

# ENVIRONMENTAL QUALITY

## POLICY EQ10 - MINERALS

### We are taking this approach because

9.18 Hounslow is one of four London boroughs designated as a minerals planning authority, and therefore has a role in ensuring London's supply of aggregates (including land-won sand gravel, crushed rock and recycled and alternative materials). The borough's apportionment is established in the London Plan, which requires a provision for the maintenance of a seven year landbank supply of 700,000 tonnes of at least five million tonnes of land-won aggregates to 2031.

9.19 Following a search for suitable locations, one site will be allocated for potential aggregate extraction: Rectory Farm in the borough's west. The Minerals Background Report 2011 also identifies other sites with mineral reserves and a railhead used for aggregate distribution which will be safeguarded. This safeguarding will not necessarily preclude other forms of development, rather establishing the presence of mineral resources. Should extraction take place at Rectory Farm (or indeed any other sites), negative impacts, such as transport movements, should be mitigated. Legacy should be considered through aftercare, restoration and reuse.

### Notes

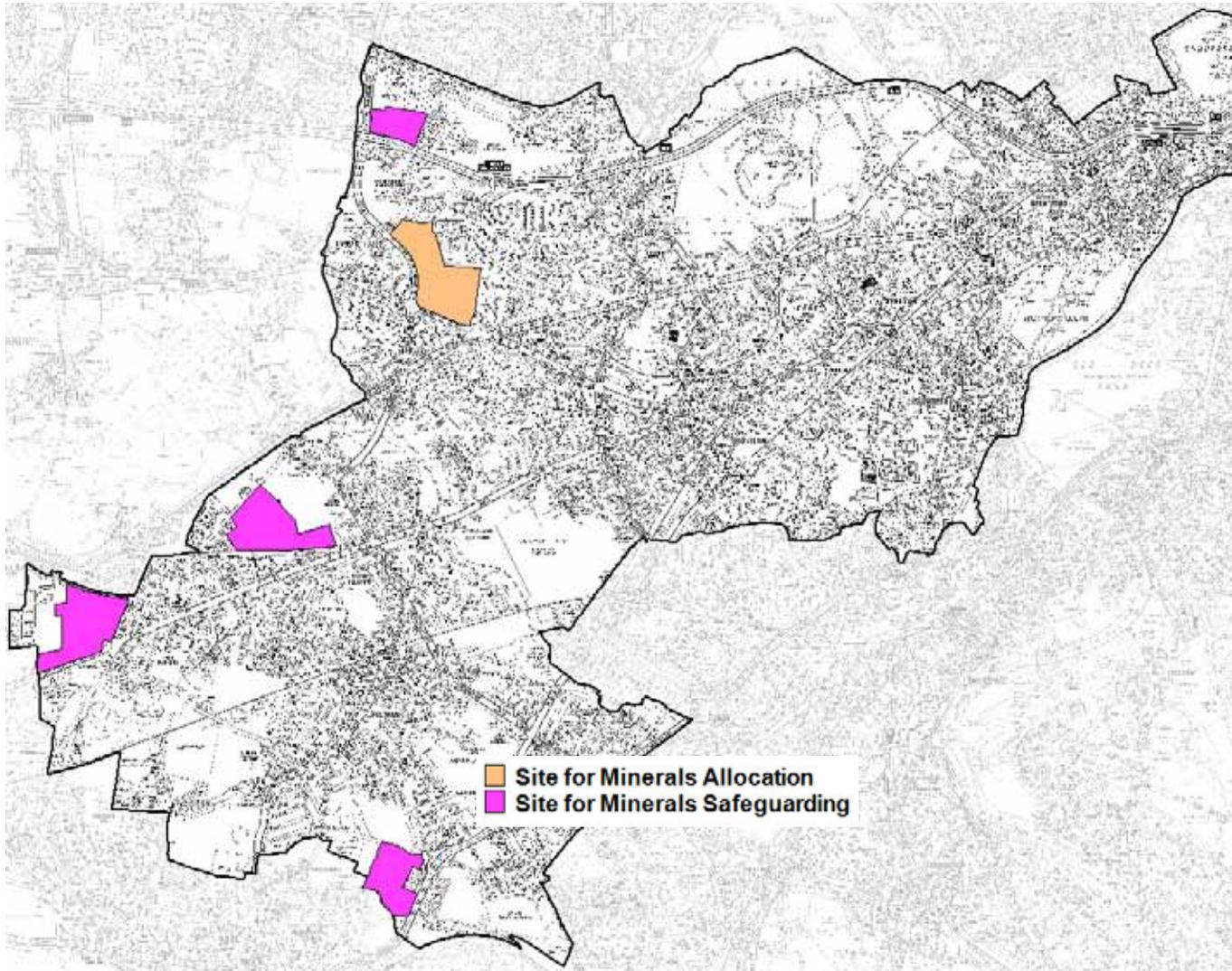
- The NPPF requires minerals planning authorities to plan for a steady and adequate supply of aggregates, and the London Plan establishes the borough's apportionment.
- The National Planning Practice Guidance includes guidance on minerals, including extraction and restoration and aftercare.
- The council will monitor its aggregate activities through Local Aggregate Assessments and through participation in the London Aggregate Working Party, which co-ordinates London's aggregate provision.
- The suitability of Rectory Farm as a minerals site is established in the London Borough of Hounslow Minerals Background Report (20110). This site is allocated in the Local Plan (site reference 58) for Green Belt, minerals extraction and restored parkland. The report also identifies four other sites (Land South of Hatton, Mayfield Farm, Land west of Thames Water works at Kempton, and Land to the rear of Western International Market) as having minerals reserves that could add to the borough's aggregates supply. These sites are not required to deliver the borough's seven year supply and may not be suitable for extraction; however safeguarding will ensure that future planning decisions consider their mineral resource.

# ENVIRONMENTAL QUALITY

## POLICY EQ10 - MINERALS

What this will look like

Figure EQ10.1: The borough's mineral resources







**CHAPTER ENHANCING  
TEN CONNECTIVITY**

# ENHANCING CONNECTIVITY

## POLICY EC1 - STRATEGIC TRANSPORT CONNECTIONS

### **Our approach**

We will work with partners to secure investments to existing and future strategic transport connections, including London Underground, rail, bus, and cycle and highway services. These enhancements will maximise the borough's regeneration potential and support growth whilst also helping achieve our environmental objectives.

### **We will achieve this by**

- (a) Supporting planned upgrades to the Piccadilly and District lines;
- (b) Promoting the development of rail connectivity between Southall (including Crossrail) and Brentford;
- (c) Promoting the development of the proposed rail connection from Hounslow station to Willesden Junction via Old Oak Common, with services calling at Isleworth, Syon Lane and Brentford;
- (d) Promoting improved bus services, particularly serving growth areas and the Golden Mile;

- (e) Supporting improved access to the Piccadilly line, including introduction of a permanent stop at Turnham Green and improved links between the line and the Golden Mile growth corridor;
- (f) Supporting improved access to Heathrow Airport through new southern rail access;
- (g) Supporting improvements to rail services on the South West Trains network, and in particular Sunday services;
- (h) Promoting new cycle networks, including a 'cycling spine' along the A315, with connecting Greenways and Quietways, and the provision of cycle parking at transport interchanges;
- (i) Promoting improvements to the highway network to best facilitate sustainable modes, including targeted junction improvements, targeted travel demand management (including trip banking where appropriate), signal optimisation and bridge works; and
- (j) Supporting initiatives to reduce the impact of road infrastructure in the built environment, including tunnelling proposals relating to the M4/A4.

### **We will expect development proposals to**

- (k) Ensure that access to existing and future strategic transport connections is considered where appropriate, including through appropriate design; and
- (l) Contribute to improvements to the strategic transport network where appropriate, consistent with the Local Implementation Plan and Infrastructure Delivery Plan, and the findings of Transport Assessments.

# ENHANCING CONNECTIVITY

## POLICY EC1 - STRATEGIC TRANSPORT CONNECTIONS

### We are taking this approach because

10.1 Strategic transport connections into, out of and through the borough are central to attracting investment and improving perceptions of the borough as a place to live, work and visit. Much of the borough's economic prosperity centres on its strategic location between Heathrow Airport and central London, with long established routes connecting the borough to other parts of London and beyond. The ambitious regeneration plans set out in the Local Plan, including significant housing and employment growth, will bring new populations into the borough, both as residents and workers. At the same time, growth in neighbouring boroughs, such as Southall in Ealing and Hayes and Harlington in Hillingdon, will intensify the use of the road network in west London. In this context, on-going investment in the strategic transport network is required to ensure that this accessibility is maintained and improved.

10.2 The Local Implementation Plan (LIP) for transport sets out infrastructure delivery priorities in the short, medium and long term, and has been developed in response to the Mayor of London's Transport Strategy and Transport for London's Business Plans. The Local Plan supports the implementation of projects identified in the LIP, including aspirations for a number of new strategic connections that will be subject to further investigation and planning by the council and its partners. These interventions are set out in Table EC1.1 and shown in Figure EC1.2. The Local Plan will ensure that planning decisions support on-going investment in strategic transport connections, both programmed and in the future.

### Notes

- The council is required to produce a Local Implementation Plan (LIP) for transport in response to the Mayor's Transport Strategy. This sets out a programme for funding and delivery of transport schemes. The current LIP was published in 2011 and covers the period 2011-2031.
- Transport for London's Business Plan sets out transportation projects to which the Mayor is committed.
- The borough's Strategic Transport Study models the impacts of employment and housing growth set out in the Local Plan on the road network, and identifies critical points and junctions.
- The Mayor of London has set up a Roads Task Force (RTF) to tackle the challenges facing London's streets and roads. The RTF report sets out how the road network can cope with population growth, and includes a toolkit for network management. The RTF is also carrying out a long-term strategic assessment for the A40, which will look at the A4/M4 to address severance and congestion. In addition, the council has undertaken an assessment of its roads in-line with the 'link and place' theory set out in the RTF.

# ENHANCING CONNECTIVITY

## POLICY EC1 - STRATEGIC TRANSPORT CONNECTIONS

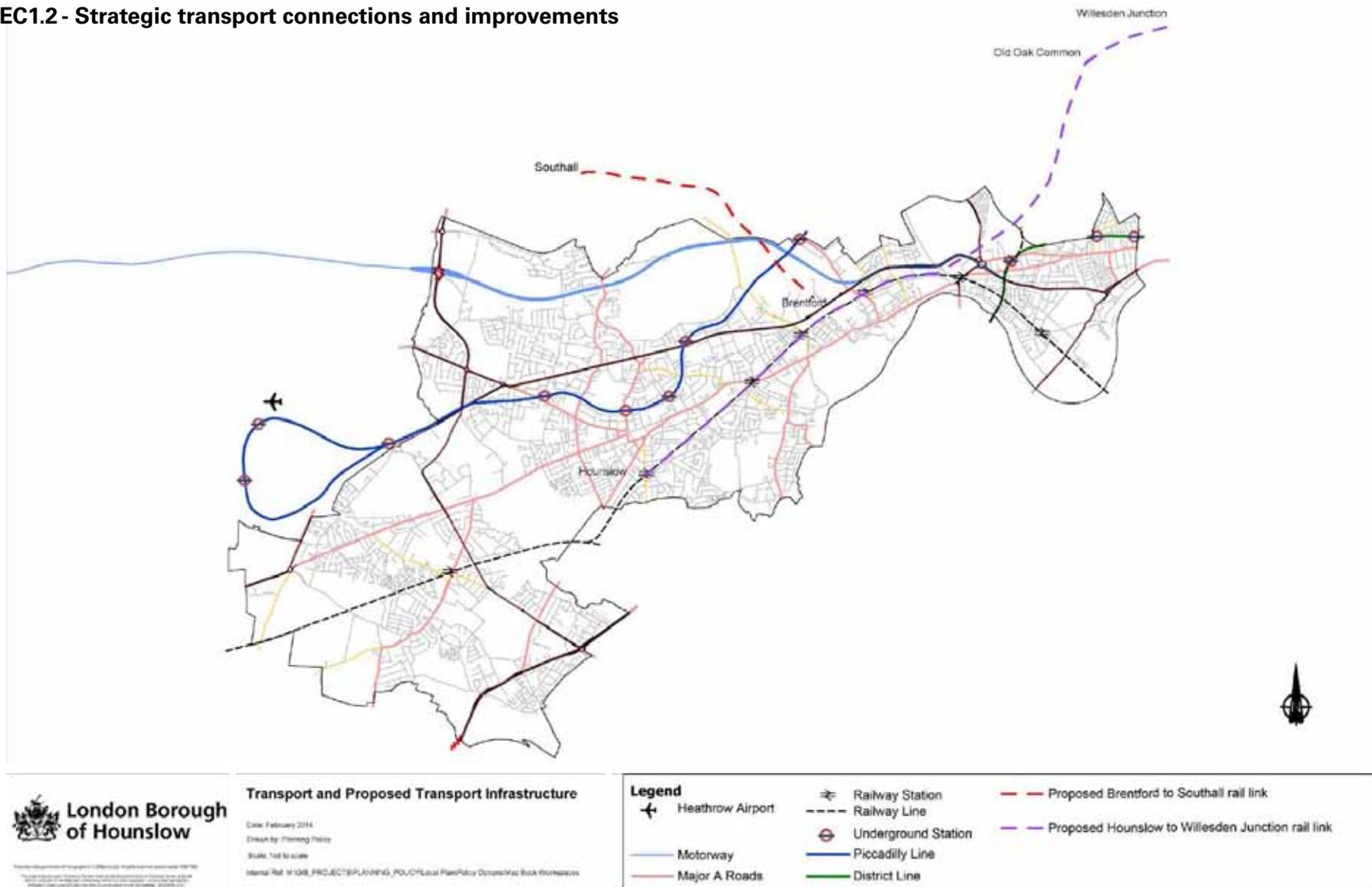
**Table EC1.1 - Planned and proposed improvements to strategic transport connections**

Proposal	Description of proposal
<b>Piccadilly line upgrade</b>	Planned upgrade includes the provision of new rolling stock and signalling equipment, which will cut journey times by 19% and increase capacity by 24%. The start date to be confirmed (anticipated early 2020s).
<b>District line upgrade</b>	Planned update by 2016 includes the provision of new rolling stock, which will increase capacity by 24%.
<b>Improving bus services</b>	Proposed improvements to bus services, including introduction of new or improved services serving the Golden Mile to improve capacity and frequency.
<b>Improving orbital and Overground rail connections</b>	Promotion of a new passenger service between Hounslow station and Willesden Junction via Old Oak Common, calling at Isleworth, Syon Lane and Brentford. This proposed scheme would provide a connection to Crossrail and is connected to the wider business case for High Speed Two, though the connection could be implemented earlier.
	Promotion of a new passenger service between Brentford (Golden Mile) and Southall, to provide a direct link between the employment corridor and the Great Western Mainline and planned Crossrail station at Southall. The scheme could also extend to Brentford town centre.
<b>Improvements to Piccadilly line access</b>	Promotion of Turnham Green station as a permanent stop on the Piccadilly line rather than the early morning and late evening timetable presently in place, to improve public transport accessibility in Chiswick and aid sub-regional connectivity particularly between Richmond and Ealing/Heathrow Airport. Promotion of improved pedestrian access to the employment corridor located on the Golden Mile, providing links to the Piccadilly line.
<b>Improving surface level access to Heathrow Airport</b>	Proposed surface rail access to Heathrow Airport, with services originating from London Waterloo using the South West Trains network and serving stations within the borough.
<b>Cycle Superhighway</b>	Promotion of a new borough cycling network consisting of 'greenways', 'Quietways' and a Cycle Superhighway linking our town centres with central London.

# ENHANCING CONNECTIVITY

## POLICY EC1 - STRATEGIC TRANSPORT CONNECTIONS

Figure EC1.2 - Strategic transport connections and improvements



### Transport and Proposed Transport Infrastructure

Date: February 2014  
 Drawn by: Planning Policy  
 Status: Not for issue  
 Internal Ref: WQS\_PROJECTS\_PLANNING\_POLICY/Local Plan/Policy Options/Map Book/Infrastructure

### Legend

- Heathrow Airport
- Motorway
- Major A Roads
- Railway Station
- Railway Line
- Underground Station
- Piccadilly Line
- District Line
- Proposed Brentford to Southall rail link
- Proposed Hounslow to Willesden Junction rail link

# ENHANCING CONNECTIVITY

## POLICY EC2 - DEVELOPING A SUSTAINABLE LOCAL TRANSPORT NETWORK

### **Our approach**

We will secure a more sustainable local travel network that maximises opportunities for walking, cycling and using public transport, reduces congestion, improves the public realm and improves health and well-being.

### **We will achieve this by**

- (a) Promoting 'car-free' or 'low car' development where appropriate, as well as car clubs and car sharing schemes;
- (b) Promoting the active management of car parking and travel demand in the borough, particularly through the implementation of Controlled Parking Zones (CPZs) and restricting access to these zones to existing dwellings, and requiring developments to plan end-use in accordance with these measures;
- (c) Preparing site specific development briefs where strategic sites include existing car parks, to ensure that sufficient car parking is retained to meet local needs;

(d) Using the standards established in the London Plan for car parking, cycle parking, motorcycle parking, coach parking, and electric vehicle charging (or as updated by alterations to the London Plan). The London Plan specifies the maximum number of car parking spaces that developments should provide, having regard to the type of development and public transport accessibility. In suburban areas of low public transport accessibility the council may seek a provision of car parking at the maximum standard. The London Plan also specifies levels of cycle parking, however these are minimum standards and the council may seek a higher provision in certain circumstances; and

(e) Requiring proposals for vehicle crossovers to be consistent with the council's adopted policy on vehicle crossovers.

### **We will expect development proposals to**

(f) Demonstrate they are located appropriately with regard to public transport accessibility and capacity, road capacity and access to good quality walking and cycling networks. Developments should provide a minimum number of cycle parking spaces and an appropriate maximum number of car parking spaces consistent with the standards in the London Plan;

(g) 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;

(h) Demonstrate that sufficient public car parking remains or is re-provided in the area to serve local needs where there will be a reduction in off-street car parking. This could include consideration of available on-street car parking or involve the provision of an appropriate temporary facility. This should ensure that the development ultimately provides for existing local need, together with the resulting increase in demand arising from the development;

(i) Prepare Travel Plans in accordance with latest guidance from Transport for London and the council's '10 Point Guide' or any subsequently adopted guidance; and

(j) Incorporate design measures and facilities to promote cycling, in line with the London Plan.

# ENHANCING CONNECTIVITY

## POLICY EC2 - DEVELOPING A SUSTAINABLE LOCAL TRANSPORT NETWORK

### We are taking this approach because

10.3 The growing number of people coming to the borough to live or work means the delivery of a sustainable transport network is crucial. The council's over-arching objective for transport, as set out in the Local Implementation Plan (LIP), is to 'enable all those who live in or visit the area to travel safely and conveniently, whilst supporting environmentally sustainable economic growth and improving health'. The proposals for new jobs and homes set out in the Local Plan will lead to more

frequent traffic congestion unless development includes travel management considerations. In addition, a stressed transport network will exacerbate existing air and noise pollution, whilst a lack of 'active travel' modes (i.e. walking and cycling) contributes to other health issues, such as obesity.

10.4 Whilst the delivery of strategic transport connections and other infrastructure set out in the LIP are important to achieving sustainable movement, new developments

will play an essential role, and therefore a suite of considerations shape planning outcomes. These include preparing transport assessments and travel plans, designing schemes so that they promote walking and cycling, managing car parking and improving the public realm, including through developer contributions. These measures will create a better environment for sustainable movement, and even where cars still have a dominant role, the promotion of car sharing, electric vehicles and improvements to the highway network will improve efficiency and environmental outcomes.



# ENHANCING CONNECTIVITY

## POLICY EC2 - DEVELOPING A SUSTAINABLE LOCAL TRANSPORT NETWORK

### Notes

- 'Car-free' and 'low car' development will be encouraged in locations of high public transport accessibility and locations where there are Controlled Parking Zones (CPZs).
- Public Transport Accessibility Levels (PTALs) prepared by Transport for London provide a measure of the accessibility to a choice of modes in any given location in the borough. They can be used to assess the suitability of a scheme in a particular location.
- The council uses parking and traffic management controls to promote more sustainable uses of the borough's transport network, including Controlled Parking Zones (CPZs), which manage congestion, parking demand and pollution arising from vehicles in neighbourhoods. There are currently 16 CPZs operating in the borough.
- The London Plan includes cycle and car parking standards, plus standards for motorcycles, coaches, parking for persons with disabilities and electric vehicle charging.
- In addition to meeting minimum cycle parking standards, all cycle parking should be of high quality, covered, secure and integral to building design. It should also be easily accessible, by being located at ground floor level, close to entrances and/or building cores, having internal and external access, and avoiding vertical or semi-vertical stands which are not fully accessible. The size of cycle stores should be as small as is practical and ideally accommodate fewer than 50 cycles.
- Transport Assessments will be required for all major schemes, consistent with the London Plan. They should forecast trip generation and demonstrate that proposals are appropriate in the context of the site's PTAL, local road capacity and access to walking and cycling networks. They should also set out any require mitigation measures necessary to deliver an acceptable network solution, which may involve developer contributions, and measures to improve the attractiveness of sustainable modes. Unless otherwise specified by the borough, Transport Assessments should be developed in line with the latest guidance from TfL.
- Travel Plans will be required for certain types of development, in line with the London Plan, the Travel Planning for New Development in London guidance published by Transport for London, and any supplementary guidance prepared by the council. This presently includes a '10 point guide' for Travel Plans and separate guidance produced for schools and extensions to education facilities. Robust monitoring of travel plans is undertaken across west London by WestTrans, a consortium of the six west London boroughs.



# ENHANCING CONNECTIVITY

## POLICY EC3 - HEATHROW AIRPORT

### **Our approach**

We will encourage a more sustainable Heathrow Airport by working with the airport operator and other partners to reduce environmental impacts, whilst recognising the role of the airport in the local economy.

### **We will achieve this by**

- (a) Opposing the future expansion of Heathrow Airport, including additional runway and terminal capacity;
- (b) Opposing the removal of the air transport movement limit at Heathrow Airport of 480,000 per annum;
- (c) Giving due consideration to the International Civil Aviation Authority's Guidance on the Balanced Approach to Aircraft Noise Management when making decisions regarding the airport or those parts of the borough effected by the airport;
- (d) Considering the outcomes of the government's Airports Commission with regard to Heathrow Airport, and respond by revising the borough's spatial strategy if necessary;
- (e) Promoting increased surface access provision to Heathrow Airport, by working with partners to improve public transport connections and cycle infrastructure, and utilising the road network more efficiently;
- (f) Supporting initiatives that promote modal shift towards the more sustainable forms of transport to and from Heathrow Airport; and
- (g) Recognising and utilising the important role Heathrow Airport plays in stimulating economic growth in the borough.

### **We will expect development proposals to**

- (h) Demonstrate that air and noise pollution from aircraft movements, the airport's infrastructure and transport to and from the airport avoid adverse impacts on the borough;
- (i) Assess and illustrate the noise impacts of any development proposal, including the use of alternative noise metrics (i.e. alternative in addition to the dB LAeq 16h);
- (j) Demonstrate that all reasonable steps have been taken to reduce the risk of safety related incidents occurring;
- (k) Demonstrate that adverse impacts on the Green Belt, Metropolitan Open Land, open space and biodiversity are avoided;
- (l) Demonstrate that adverse impacts on the borough's transport network and the wider strategic transport network are avoided;
- (m) Have a positive impact on the local economy; and
- (n) Be compliant with the government's Circular 01/2010 on control of development in airport Public Safety Zones.

# ENHANCING CONNECTIVITY

## POLICY EC3 - HEATHROW AIRPORT

### We are taking this approach because

10.5 The London Borough of Hounslow is located adjacent to Heathrow Airport, London's busiest and the UK's hub airport. Heathrow Airport therefore has a major role in the local economy, employing more than 11,000 of the borough's workforce and many others indirectly. In the west of the borough, there is a concentration of airport-related business, including logistics, services such as hotels and catering services, and industrial estate and business parks (such as Bedfont Lakes) closely aligned with the airport. The broader economy also benefits, with multi-national companies located on the Great West Road and Chiswick Business Park enjoying close proximity to Heathrow Airport.

10.6 However, Heathrow Airport's proximity also means that parts of the borough experience noise and air pollution. This is particularly so in the borough's west. Therefore, recognising that Heathrow Airport is both central to the borough's economy and causes environmental impacts, the council's position is for a more sustainable Heathrow Airport that maintains its current capacity and continually minimises its impact on surrounding areas. In considering proposals for increases in passenger or runway capacity, the council will continue to assess the implications of any proposal, for example in terms of pollution and impact on the open space (and Green Belt), the local economy, housing demand and the

transport network. The future of Heathrow Airport is currently being considered by the government's Airports Commission, which is examining options for future airport capacity in the United Kingdom. This could result in proposals for reduced or increased capacity at Heathrow Airport, and require a revision to the borough's spatial strategy, and therefore the Local Plan. Presently, both the government and the Mayor of London oppose the development of a third runway at Heathrow Airport.

10.7 A Heathrow Opportunity Area is identified in the London Plan, covering parts of the London Boroughs of Hounslow and Hillingdon. This promotes growth through preparation of an Opportunity Area Planning Framework (OAPF), and it is suggested that 12,000 jobs and 9,000 homes could be accommodated in an indicative area of 700ha. The outcome of the Airports Commission is likely to influence a future OAPF, and the council will work with the GLA and London Borough of Hillingdon to develop this.

### Notes

- The Government's Airports Commission has shortlisted two proposals to investigate ahead of its final report due by summer 2015: a new

3,500m runway at Heathrow Airport constructed to the north-west of the existing airport; and an extension of Heathrow Airport's existing northern runway to the west to at least 6,000m, enabling it to be used for both take-offs and landings.

- The Aviation Policy Framework (2013) seeks to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise.
- Heathrow Airport noise contours indicate the extent of noise nuisance caused by the airport.
- The ICAO balanced approach encompasses four principal elements: reduction of noise at source; land use planning and management; noise abatement operational procedures; and operating restrictions on aircraft.
- The Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003 transpose European Directive 2002/30/EC on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports into UK law. The regulations apply to major airport operators with over 50,000 civil jet aircraft movements a year (which includes Heathrow Airport) and reflect the adoption of the ICAO balanced approach to managing aircraft noise.
- The council will work with the Highways Agency when preparing the Heathrow Opportunity Area Planning Framework to identify impacts on and mitigation measures for the M4 and M25 corridors.

# ENHANCING CONNECTIVITY

## POLICY EC4 - TELECOMMUNICATIONS

### Our approach

We will promote the enhanced connectivity of the borough through supporting infrastructure for high speed broadband and telecommunications.

### We will achieve this by

- (a) Supporting improvements to infrastructure supporting electronic communications networks, including telecommunications and high speed broadband, where adverse impacts on surrounding environments and interference with other electrical equipment, air traffic services and other instrumentation is avoided, consistent with the NPPF; and
- (b) Ensuring that development does not interfere with broadcast or telecommunications services, consistent with the NPPF.

### We will expect development proposals to

- (c) Consider the siting and appearance of the installation and any associated structures to minimise impacts on any host buildings and the visual amenity and context and character of the surrounding areas;
- (d) Demonstrate that the possibility of utilizing existing installations or associated buildings has been explored; and
- (e) Demonstrate that adverse impacts on heritage assets, conservation areas, archaeological sites, open spaces and Green Belt, areas of landscape importance and biodiversity are avoided.

### We are taking this approach because

10.8 Developing and maintaining the borough's telecommunications infrastructure will ensure the continued economic and social success of the borough. Businesses, community facilities and residents should have access to modern technology as the borough positions itself as a place to invest and live. Expansions to the electronic communications network, including telecommunications installations and high speed broadband, should be supported, consistent with the NPPF. However, an over-concentration of installations or poor placing and design can have negative impacts on neighbourhoods and detract from the benefits they provide, so proposals will be assessed in terms of their impact on local context and character.

### Notes

- Telecommunications installations can be permitted through prior approval under Part 24 of the General Permitted Development Order; however the NPPF requires that any application be supported by the necessary evidence to justify the proposed development.





**CHAPTER ELEVEN**    **IMPLEMENTING THE STRATEGY**

# IMPLEMENTING THE STRATEGY

## POLICY IMP1 - SUSTAINABLE DEVELOPMENT

### Our approach

We will take a plan-led approach to all growth and development within the borough that is considered to be in accordance with the principles of sustainable development as set out in the NPPF, with a balance of social, environmental and economic dimensions.

### We will achieve this by

(a) Implementing the Local Plan in accordance with the principles of sustainable development as set out in the NPPF.

### We are taking this approach because

11.1 A presumption in favour of sustainable development is established in the NPPF as the 'golden thread' and this is encapsulated in the Local Plan. The three dimensions for sustainable development are economic, social and environmental. Positive outcomes for all three dimensions should be pursued jointly and simultaneously through the planning system and through proactive engagement between the council, developers and other stakeholders.



# IMPLEMENTING THE STRATEGY

## POLICY IMP2 - DELIVERING SITE ALLOCATIONS

### **Our approach**

We will ensure that site allocations contribute to the delivery of sustainable growth and supporting infrastructure.

### **We will achieve this by**

- (a) Supporting in principle proposals that accord with the identified site allocation and the proposed use of the site and which have regard to the context, constraints and other provisions of the respective site allocations;
- (b) Preparing non-statutory planning briefs, masterplans and promoting housing zone designations where appropriate to support the development of individual site allocations and the spatial integration of related development sites; and
- (c) Considering the use of Compulsory Purchase Orders to support wider regeneration objectives and the delivery of critical or necessary infrastructure.

### **We will expect development proposals to**

- (d) Accord with the identified site allocation and the proposed use of the site and to also have regard to the context, constraints and other provisions of the respective site allocations, including any council adopted planning brief;
- (e) Demonstrate that they have sought to meet the ratio of uses set out within the mixed use site allocations, and provide evidence to support any proposed variation with reference to other policies in the plan and provide open book financial assessments where viability is an issue;
- (f) Ensure that where the partial development of a site allocation is proposed, this would not sterilise the development or regeneration potential of the remainder of the land within the site allocation or prejudice the delivery of affordable housing and zero carbon homes; and
- (g) Deliver critical education infrastructure where required by Policy CI2.

### **We are taking this approach because**

11.2 The site allocations in the Local Plan are the key delivery mechanism for achieving the identified housing, employment, retail and infrastructure needs set out in the Local Plan. It is therefore crucial to the delivery of sustainable development throughout the plan period that developments deliver the allocated uses. Consequently, in principle support is given to developments which accord with the identified uses and have regard to the context, constraints and other provisions of the site allocation. The council will also seek to assist the delivery of site allocations through the preparation of supporting guidance such as non-statutory planning briefs or master plans where required, as well as Compulsory Purchase Orders in exceptional circumstances as set out in the policy. The policy also seeks to ensure development proposals for allocated sites secure comprehensive development and do not sterilise the development or regeneration potential of land through partial redevelopment. This will help ensure the effective use of land, achieve regeneration of the overall area and avoid the sterilisation of individual elements of the site.

# IMPLEMENTING THE STRATEGY

## POLICY IMP3 - IMPLEMENTING AND MONITORING THE LOCAL PLAN

### **Our approach**

We will implement the Local Plan, working with strategic partners and the local community and committing to monitoring the progress made year by year. We will ensure that new development in the borough contributes towards the provision of infrastructure needed to support growth.

### **We will achieve this by**

- (a) Delivering the infrastructure needed to support the growth set out in the development plan through maintaining and monitoring an up-to-date Infrastructure Delivery Plan and the appropriate governance framework;
- (b) Supporting the delivery of infrastructure through the use of Hounslow CIL receipts and planning obligations;

(c) Preparing supplementary planning documents where required to support policies in the Local Plan and setting out what form this will take in the Local Development Scheme (LDS), or an alternative framework;

(d) Addressing strategic matters by complying with our duty to cooperate when working with other local authorities and working collaboratively with other stakeholders and organisations;

(e) Supporting the use of the tools set out in the Localism Act 2011, and any subsequent legislation, designed to enable the local community to influence planning and development, while encouraging these community groups to engage early and effectively with the council and the plans the council prepares;

(f) Reviewing the Local Plan, the West London Waste Plan and the CIL Charging Schedule in whole or in part within five years and undertaking partial Plan reviews through the Great West Corridor Plan and a West of Borough Plan;

(g) Establishing a monitoring framework for those policies which have a measurable outcome and publishing the outcomes of this in an annual monitoring report, reviewing policies where they are not achieving their aim; and

(h) Ensuring that development does not proceed unless the delivery of critical and necessary infrastructure to support that development is assured.

### **We will expect development proposals to**

- (i) Mitigate the impacts of the development on the area through a section 106 agreement, where necessary or appropriate, having regard to supplementary planning document; and
- (j) Provide the CIL payments required by any charging schedules which are in operation for the area within which the scheme is located, including the Mayor of London's CIL.

# IMPLEMENTING THE STRATEGY

## POLICY IMP3 - IMPLEMENTING AND MONITORING THE LOCAL PLAN

### We are taking this approach because

11.3 A range of tools will be required to coordinate the sustainable development outlined through the Local Plan and ensure that this development is plan-led. New development within the borough will add incrementally to the need for new infrastructure and the overall picture of infrastructure need is set out in the borough's IDP. To support this growth, the borough will need to provide new infrastructure and in some cases maintain and upgrade elements of the existing infrastructure. The way in which development contributes towards community infrastructure has and will continue to change. This will be reflected by the planning obligations supplementary guidance and the Hounslow CIL charging schedule.

11.4 A governance structure will be in place to oversee the infrastructure delivery programme, ensuring that CIL and section 106 contributions are used appropriately, as identified through the IDP and to support the key priorities of the council. Applications for infrastructure funding will be both internal and external to the council and so this body should include external infrastructure delivery partners.

11.5 The council will seek to support community led Neighbourhood Plans, including the first in the borough now proceeding at Butts Farm.

11.6 Supplementary planning documents, may be prepared to elaborate on key policies and assist with their delivery. The designations of Conservation Areas and heritage assets will also be reviewed. The council will produce assessments of need and other evidence, and Annual Monitoring Reports to support the 'plan, monitor and manage' process

### Notes

- The council has prepared a borough's Infrastructure Delivery Plan 2015-2030 which shows the strategic items of infrastructure to support growth strategy of the Local Plan. The Infrastructure Delivery Plan reviewed relevant infrastructure providers' plans and strategies and was informed through a process of consultation with infrastructure providers. A schedule of key infrastructure programmes is set out in Appendix 3. It is not an exhaustive list and other items will be required, as appropriate, in response to new development in the borough.
- The Community Infrastructure Levy, introduced by the Planning Act 2008 (as amended) enables authorities to raise funds towards the delivery of necessary infrastructure to meet the needs arising from Local Plan strategy. For the purposes of the Act, infrastructure includes: roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities;

and open spaces. It is based on evidence of the viability of development and Local Plan policy requirements and CIL (see evidence base), and a formula relating to the type and size of development. CIL is collected when planning permissions for new developments are implemented. See CIL Charging Schedule.

- Both the London Borough of Hounslow and the Mayor of London have the power to raise a Community Infrastructure Levy (CIL). The Mayor of London introduced a CIL with the aim of raising £300M of funding to contribute towards Crossrail by the end of 2018/19. Hounslow CIL will be used on eligible development to fund the provision, improvement, replacement and maintenance of facilities and services. A proportion of this funding will be spent in the local area where development happens.
- Negotiated planning obligations (sometimes called Section 106 agreements) will be required to address site specific and immediate impacts of development proposals, and to allow for affordable housing to be delivered. The council will use planning obligations, in appropriate circumstances and in accordance with regulations and NPPF. Planning obligations will include measures depending on the nature and scale of a development scheme, its location and impacts.
- Additional detail on the council's approach to planning obligations is set out in Hounslow Planning Obligation and CIL SPD.







**London Borough  
of Hounslow**