

Hounslow Local Plan (2020-2041)

Examination

Stage 1 Hearings Note

Matter 2- Area Based Approach

February 2026



**London Borough
of Hounslow**

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1.0 Introduction

1.1 The Spatial Strategy (Chapter 2) in the Local Plan (**S1**)¹ is set out over 10 districts in addition to two Opportunity Areas. As proposed in **S1**, the status of the strategy for each of these districts is set out as supporting text.

1.2 The ten districts are based on the Characterisation and Growth Strategy (**EBCC2**)² evidence base document. The ten districts are:

- Chiswick
- Brentford
- Osterley and Spring Grove
- Isleworth
- Central Hounslow
- Hounslow West
- Cranford and Heston
- Bedfont
- Feltham
- Hanworth

1.3 The Local Plan (**S1**) includes policies for the Opportunity Areas, reflecting a spatial hierarchy as this is where most growth will come forward and subsequently shape the growth in these areas. These policies, as currently set out in the Local Plan (**S1**), are:

- Policy P1: Great West Corridor
- Policy P1 (a): Great West Corridor West
- Policy P1 (b): Great West Corridor Central
- Policy P1 (c): Great West Corridor East
- Policy P2: West of the Borough

¹ [Hounslow Local Plan 2020-2041 Proposed Submission Version.pdf](#)

² [Hounslow Characterisation and Growth Study \(2024\).pdf](#)

- Policy P2 (a): Cranford and Heston Neighbourhoods
- Policy P2 (b): Feltham
- Policy P2 (c): Land at Hatton Fields

1.4 During Stage 1 Hearings of the Local Plan Examination, the Inspectors queried whether the Plan would be more effective for applicants and decision makers if the strategies for each of the districts (as set out in paragraph 1.2 above) were instead set out as policies.

1.5 This Note, therefore, sets out a proposal to elevate the supporting text for each of the 10 districts to policies. This Note also clarifies which parts of this chapter are policy and supporting text.

2.0 Proposed Approach

- 2.1 It is proposed that modifications are made to the spatial strategy section of the Plan covering the borough's ten districts, to elevate this content from supporting text to policy. The elevation of the supporting text to policy requires careful consideration in view of the much-enhanced legal weight such text is accorded as a result (as has been established in various case law, including *R (Cherkley Campaign Ltd) v Mole Valley DC* (2014) EWCA Civ 567. It also requires careful consideration to make a judgment over which policy elements are expressed as objectives for the Council to achieve, and which are expressed as requirements arising from development proposals. Having undergone this assessment, the Council is proposing modifications as a result, and these are shown as tracked changes.
- 2.2 It is further proposed that additional amendments are made to the existing policies to ensure it is clear what development proposals are expected to achieve for both decision makers and applicants.
- 2.3 Minor modifications, such as typographical errors, are also proposed for completeness. Any modifications proposed in **S11** and as part of the Statement of Common Ground process are also made in this version to present a completed policy. These will also be reflected in an updated version of **S11**. Further modifications may arise as a result of the Stage 1 Week 2 Notes that are being prepared for 20th March. Any additional modifications would be proposed in an updated version of **S11**.
- 2.4 Modifications are also proposed to indicate growth levels, with indicative site allocation housing capacities displayed for each of the 10 districts and the West of the Borough as well as the London Plan target for the Great West Corridor, as proposed in the Approach to Apportioning Housing Target in 10 Districts and West of Borough note. Modifications are also presented to include the employment figures for the Great West Corridor and the West of the Borough, as proposed in the Note

entitled Employment: 2024/25 Monitoring Updates and Indicative Floorspace Figures for the Opportunity Areas.

2.5 It is also proposed that the sequential ordering of the policies is amended to have the existing policies P1, P1(a), P1(b), P1(c), P2, P2(a), P2(b), P2(c) first, followed by the new policies for each of the 10 districts.

2.6 Proposed modifications for the Great West Corridor policies are set out below.

Policy P1: Great West Corridor

Our approach

We will support the growth objectives of the Great West Corridor Opportunity Area through seeking redevelopment opportunities for high quality mixed tenure housing and employment spaces, including office uses, industrial floorspace and retail, restaurant, café and bar uses.

We will achieve this by

A. Supporting the delivery of 7500 homes, as per the indicative capacity in Policy SD1 of the London Plan for this Opportunity Area;

B. Support the delivery of 140,400 sqm net additional employment floorspace (344,705sqm gross), incorporating:

i. 93,000 sqm of industrial floorspace (net) (192,280sqm gross)

ii. 47,400 sqm of office floorspace (net) (152,425sqm gross)

~~A-C.~~ Promoting the Great West Corridor as a strategic **employment growth** area, capable of the delivery of new homes and jobs seeking to deliver a fundamental change in the accessibility of the area through increasing pedestrian permeability and through improving public transport;

~~B-D.~~ Supporting the local economy and creative industry by delivering a range of high-quality workspaces and seeking a proportion of affordable workspaces for start-ups, small and medium- sized enterprises;

~~E.~~ Working proactively and positively with stakeholders to promote the Great West Corridor as a Creative Enterprise Zone by strengthening the local economic profile of the area. Supporting flourishing business sectors such as media, broadcasting and digital. Supporting:

i) the provision of affordable, flexible, modern and adaptable employment floorspace for different types and sizes of businesses with a focus on start-up, incubator and grow-on space for creative and digital industries that diversify and strengthen the sector;

ii) the provision of space that promotes networking and information sharing between businesses and sectors within the creative and digital industries;

~~iii)~~ iii) temporary proposals for 'meanwhile use' of empty spaces for cultural and creative activities where it can be demonstrated that it will be appropriately managed;

iv) proposals that maximise the delivery of workspace appropriate for creative and digital enterprises; and proposals which complement the creative and digital industries, such as include ancillary sales/display space or meeting spaces;

~~iii)~~v) existing and new creative industries with delivering their investment plans and securing funding to address any infrastructure deficiencies or barriers;

~~iv)~~vi) the telecommunications industry to maximise access to super-fast broadband, wireless hotspots and improved mobile signals in the area.

~~D.~~ F. Supporting opportunities to intensify and make more efficient use of existing employment land by co-locating employment with residential uses, with employment uses mainly fronting the corridor and residential uses behind, where this helps deliver regeneration (subject to various requirements including the agent of change principle, as set out in London Plan Policy D13);

~~E.~~ G. Supporting businesses of all sizes by ensuring availability of a range of workspaces and unit sizes, start-up space, co-working space and ‘grow-on’ space as well as space for corporate headquarters;

~~F.~~ H. Working with developers and key stakeholders to deliver significant jobs growth through intensification of existing employment sites and promote the Great West Corridor as a place for enterprise and innovation catering for larger companies, small and medium sized enterprises, microbusinesses, as well as the large freelance workforce;

~~G.~~ I. Promoting the growth and expansion of further and higher education, such as the University of West London, to improve skills and act as a driver of growth and enterprise in the local economy;

~~H.~~ J. Supporting retail and commercial development that encourages an active public realm both during the day and into the evening, especially in the River Brent Quarter, as reflected in the Site Allocations;

~~I.~~ K. Supporting the delivery of a new Green Innovation and Enterprise Hub for Hounslow ~~within proximity of the~~ in the Great West Corridor ~~area~~, which will promote new employment opportunities in the green economy, rolling out technologies to address health, environmental and social issues, such as reducing air pollution, cutting carbon emissions, and seeking to end fuel poverty;

~~J.~~ L. Improving the visual environment including a reduction in advertisement clutter in accordance with policy CC5, and retaining the commercial character of the roadside, as well as improving the connections to Brentford town centre;

~~K.~~ M. Promoting the provision of major public transport improvements for the Great West Road and Brentford as a whole, including new links to the Elizabeth line at Southall connecting to the new Golden Mile Station on the Great West Road, as well as the West London Orbital Line serving Brentford, Lionel Road and Syon Lane stations;

~~L.~~ N. Supporting and contributing towards improvements to public transport provision, including improved east-west and north-south bus services along the Great West Corridor, linking railway stations and key employment centres, including Syon Lane and the Sky Campus, to achieve better interchanges at stations and intersections;

~~M.~~ Ensuring that development is phased alongside improvements to the transport network to prevent critical over-saturation of the network as the area grows;

~~N.~~ O. Ensuring a high-quality, permeable and pedestrian oriented public realm that maximises route choices for users and connects both sides of the A4;

Ø. Requiring development in this area to be close to car-free in order to promote active and sustainable travel;

P. Enhancing the River Brent/Grand Union Canal watercourse and its tributaries in line with Water Framework Directive objectives and improving waterfront accessibility through towpath improvements, new connections across the river, and the implementation of waterside facilities;

Q. Strengthening existing connections and creating new routes to surrounding green and blue assets including Gunnersbury Park, Syon Park, Boston Manor Park, the Thames and the River Brent/Grand Union Canal, for example improvements to the 'Capital Ring' along the River Brent/Grand Union Canal and investigating the potential of a new route linking the corridor to Brentford via the elevated former Brentford railway embankment (the Beeline project);

R. Improving access between the River Brent Quarter, the London Gateway quarter and Boston Manor Park through enhanced pedestrian routes;

S. Ensuring that any new residential development is designed to fully mitigate any noise and air quality issues, by prioritising design-stage mitigation measures;

T. Ensuring the delivery of social infrastructure including health services, the provision of educational infrastructure and leisure and recreational facilities alongside development in the area, [in accordance with policies CI1, CI2, CI3, CI4](#);

U. Implementing strategies to improve air quality along the A4/M4 corridor as part of an air quality positive approach, improve access to businesses and to encourage healthier and more active living. This will be achieved by working strategically to reduce traffic along the A4, smooth traffic flow, improve and encourage the use of public transport through improved service, and improving pedestrian and cycle routes along the corridor;

V. Support the creation of 'clean air' pedestrian and cycle routes running parallel to the A4;

W. Promote enhancements to the underside of the elevated M4 and activate this unused land in line with Council public realm design guidance;

X. Supporting urban greening proposals that deliver a green buffer between the main road corridors and the footway including street trees and other appropriate green infrastructure to help mitigate air and noise pollution and enhance the environmental quality of the area;

Y. Supporting the delivery of high-quality public realm throughout the area with hard and soft landscaping, a consistent palette of materials, tree planting to soften the environment, and other interventions including creative uses, lighting, public art and other visual enhancement to the street scape and underside of the elevated M4 that will contribute to the distinctiveness of the area, in line with Council Strategies.

We will expect development proposals to:

Z. Contribute to achieving the strategic aims of the plan and the creation of new jobs in a format which optimises the use of land and floorspace as identified within the Place policies and Site allocations;

AA. Meet the following criteria for mixed-use schemes on employment land:

- i. No net loss of employment floorspace;
- ii. Demonstrate and ensure compatibility of uses, in accordance with the Agent of Change principle (policy D12 in the London Plan). Operation of businesses on the site or on neighbouring sites must not be compromised by the introduction of non-employment uses.

BB. Provide adequate access, servicing and delivery space, with consideration given to the need for appropriate yard space provision to allow for the viable function of businesses;

CC. Incorporate an appropriate level of shared workspaces and/or small business units, in accordance with Policy ED1 and London Plan Policy E3;

DD. Proposals for employment developments in the GWC should support the growth of creative, knowledge and research-based sectors, consistent with the Creative Enterprise Zone status; and

EE. Address issues of air and noise pollution by locating less sensitive commercial uses to front the M4/A4 corridor in order to provide a protective buffer for residential uses located to the rear (in line with Policy EQ4).

FF. Conserve and enhance the significance of heritage assets, including any contribution made by their settings, in and around the Great West Corridor. Particular attention should be paid to the need to avoid harm to the Outstanding Universal Value of the Royal Botanical Gardens, Kew World Heritage Site;

GG. Be phased development alongside improvements to the transport network to prevent critical over-saturation of the network as the area grows;

HH. Be car free or as close to car-free as possible in order to promote active and sustainable travel;

II. Incorporate an active public realm both during the day and into the evening, especially in the River Brent Quarter, in developments that include retail and commercial floorspace;

LL. Strengthen existing connections and create new routes to surrounding green and blue assets including Gunnersbury Park, Syon Park, Boston Manor Park, the Thames and the River Brent/Grand Union Canal, for example improvements to the 'Capital Ring' along the River Brent/Grand Union Canal;

MM. Deliver, or contribute to, enhanced pedestrian routes that improve access between the River Brent Quarter, the London Gateway quarter and Boston Manor Park;

NN. Incorporate 'clean air' pedestrian and cycle routes running parallel to the A4, where relevant;

OO. Incorporate urban greening to deliver a green buffer between the main road and the footway to mitigate air and noise pollution and enhance environmental quality; and

PP. Incorporate, or contribute to, a high-quality public realm throughout the area.

2.7 For clarity, the text in paragraphs 2.39 to 2.52 that sits below this policy is supporting text. Any modifications proposed to this text are set out in document **S11**.

Policy P1(a): Great West Corridor West

In the Great West Corridor West sub-area, we will seek to:

- A. Support the conservation and enhancement of Boston Manor Park, including conserving the grade II listed structures of the park, appropriately improving the landscaping to the grade I listed Boston Manor House, increasing biodiversity, and providing facilities for the local community;
- B. Support the delivery of new parks and public squares, at West Cross Campus and between the Gillette factory and Tesco Osterley sites;
- C. Support the enhancement of the River Brent/Grand Union Canal watercourse, including improving waterfront accessibility;
- D. Support the preservation and enhancement of the listed Art Deco buildings and structures in the area;
- E. Support the delivery of a rail link from Southall (including the Elizabeth Line) and a new 'Golden Mile' station on the Great West Corridor;
- F. Support the delivery of continuous, high-quality walking, wheeling and cycling routes throughout the area, using green and blue corridors where possible;
- G. Support the Sky Campus as a major employer and asset to the area and working to increase its pedestrian permeability and public transport accessibility in order to strengthen its attractiveness as a hub for the broadcasting and digital industries;
- H. Support the redevelopment of West Cross Campus industrial estate into a thriving urban mixed-use quarter, providing industrial, light industrial, and other employment uses, co-located with housing and local facilities in line with the Agent of Change principle;
- I. Support the conversion of the Gillette building into a creative industry space able to support the local creative community of smaller businesses and freelance workers in the digital, media and broadcasting industry;
- J. Support the delivery of the comprehensive redevelopment of Tesco and Homebase sites with high-quality mixed-use schemes that can animate and improve the western entrance to the Corridor.

Proposals should plan positively to deliver the place vision by: We will expect development proposals to support the above objectives where appropriate/relevant, and specifically to:

~~A.~~ **K.** ~~Delivering~~ or ~~supporting~~ new parks and public squares, at West Cross Campus and between the Gillette factory and Tesco Osterley sites, where relevant;

~~E.~~ **L.** ~~Enhancing~~ the River Brent/Grand Union Canal watercourse in line with Water Framework Directive objectives and improving waterfront accessibility through towpath improvements, new connections across the river, and the implementation of waterside facilities, where relevant;

~~D.~~ **M.** ~~Preserveing~~ ~~Conserve~~ and ~~enhancing~~ the significance of listed Art Deco buildings and structures in the area, including their ~~setting and~~ distinctive frontages, to bring them back into use, to give them due prominence and to improve the surrounding public realm, where relevant;

~~E. N. Incorporate~~ing design elements to ensure that established noise generating uses such as the safeguarded minerals railhead and related operations at Transport Avenue Quarter remains ~~operationally~~ viable and can continue to operate without unreasonable restrictions being placed on them;

~~F. O. Where relevant, f~~incorporateing active frontages and adequate landscaping along the Great West Road frontage consistent with that of the former Coty Cosmetics building (now Syon Clinic) and JC Decaux building and to establish a defined streetscape with a stronger sense of enclosure;

~~G. Supporting the delivery of a rail link from Southall (including the Elizabeth Line) and a new 'Golden Mile' station on the Great West Corridor;~~

~~H. P. Where relevant, S~~upporting the creation of an attractive arrival square at the proposed Golden Mile Station, with active ground floor retail uses;

~~H. Q. Create, or contribute to, E~~establishing continuous, high-quality walking, wheeling and cycling routes throughout the area, where possible using green and blue corridors, including:

i. cycle lanes along the A4 to create a safe, segregated and continuous 'Great West Cycleway';

ii. strengthening access to the River Brent/Grand Union Canal;

iii. a link to Brentford High Street utilising the disused elevated Brentford railway embankment and crossing the railway line;

~~V. iv.~~ a link from Sky campus to the proposed Golden Mile station;

~~V. v.~~ pedestrian crossings across the Great West Road, including improving the underpass at Gillette Corner, replacing the existing footbridge by Syon Clinic with a new and improved road crossing, preferably at-grade and associated with the new Golden Mile Station; and

~~V. vi.~~ improved pedestrian permeability throughout the area.

~~J. Support the Sky Campus as a major employer and asset to the area and working to increase its pedestrian permeability and public transport accessibility in order to strengthen its attractiveness as a hub for the broadcasting and digital industries;~~

~~K. Supporting the redevelopment of West Cross Campus industrial estate into a thriving urban mixed-use quarter, providing industrial, light industrial, and other employment uses, co-located with housing and local facilities in line with the Agent of Change;~~

~~L. Supporting the conversion of the Gillette building into a creative industry space able to support the local creative community of smaller businesses and freelance workers in the digital, media and broadcasting industry;~~

~~M. Delivering the comprehensive redevelopment of Tesco and Homebase sites with high-quality mixed-use schemes that can animate and improve the western entrance to the Corridor.~~

Policy P1(b): Great West Corridor Central

In the Great West Corridor Central sub-area, we will seek to:

A. ~~Protect the London Gateway quarter as a destination for high quality employment uses that strengthen the area's employment offer;~~

B. ~~Improve pedestrian access and street legibility by de-cluttering pedestrian areas and improving wayfinding signage, particularly in proximity to Brentford Town Centre along Boston Manor Road and along routes leading into Brentford Town Centre from the A4 and improving and implementing additional walking and cycling routes and infrastructure to increase safety and provide further sustainable transport options, particularly along and parallel to the A4 and routes that link stations to the area, such as the link from Boston Manor station to the London Gateway area;~~

C. ~~Support the delivery of the West London Orbital line which would serve Brentford Station in order to improve the connectivity of the River Brent Quarter and the London Gateway area;~~

D. ~~Support the delivery of flagship car showrooms in appropriate locations in the Central Corridor to reinforce this location as a highly visible car dealer cluster. Car servicing and repair should be an integral part of this service offer to provide a source of local employment.~~

Proposals should plan positively to deliver the place vision by:

We will expect development proposals to support the above objectives where appropriate/relevant, and specifically to:

~~**A. E.** Protecting the London Gateway quarter as a destination for high quality employment uses that strengthen the area's employment offer;~~

~~**B. F.** Designing flagship and iconic commercial developments that retain an outward facing and inviting street level presence, especially in the London Gateway and Central Corridor area;~~

~~**C. G.** Where relevant, Encouraging incorporate continuous active frontages along the corridor;~~

~~**D. H.** Improving pedestrian access and street legibility by de-cluttering pedestrian areas and improving through wayfinding signage and providing access through development sites, particularly in proximity to Brentford Town Centre along Boston Manor Road and along routes leading into Brentford Town Centre from the A4;~~

~~**E. I.** Improving and implementing, or contribute to, additional walking and cycling routes and infrastructure to increase safety and provide further sustainable transport options, particularly along and parallel to the A4 and routes that link stations to the area such as the link from Boston Manor station to the London Gateway area;~~

~~**F. J.** Enhancing the greening of streets and public spaces to enhance the environmental quality of the public realm, especially along the A4/M4 corridor;~~

~~**G.** Supporting the delivery of the West London Orbital line connection to Brentford Station in order to increase the PTAL of the River Brent Quarter and the London Gateway area; and~~

~~H. K. Supporting the delivery of~~ Where delivering flagship car showrooms in the Central Corridor to reinforce this location as a highly visible car dealer cluster. ~~incorporate~~ ~~car~~ servicing and repair ~~should be an integral part of this service offer~~ to provide a source of local employment.

Policy P1(c): Great West Corridor East

In the Great West Corridor East sub-area, we will seek to:

- A. Support the delivery of a new local centre in the Brentford Stadium Quarter providing active ground floor uses with local retail, restaurant, leisure and community facilities;
- B. Enhance play and sports facilities and delivering a network of well-connected and varied open spaces for residents, workers and visitors including supporting a green link between Gunnersbury Park, Carville Hall Park and other green and blue corridors surrounding the area;
- C. Improve waterfront accessibility through supporting the completion of the Thames Path and successfully integrating the area's existing green infrastructure with the wider green and blue infrastructure networks;
- D. Support the delivery of high-quality public realm and open spaces;
- E. Support and facilitate the delivery of a new West London Orbital rail link, working positively and proactively with stakeholders to deliver a new station at Lionel Road;
- F. Support enhancements to Gunnersbury station, including improved access, capacity and environment with enabling development;
- G. Support enhancements to Kew Bridge Station to improve accessibility at the station and ensure connectivity with new public realm to encourage use of the rail network;
- H. Ensure that new open spaces and public squares have a high-quality design and new development contributes to an animated streetscape;
- I. Ensure a safe and easily navigable network of active travel routes, that link with new development and local destinations, including promoting the delivery of a new bridge across the railway lines and new or improved crossings over the A4.

Proposals should plan positively to deliver the place vision by:

We will expect development proposals to support the above objectives where appropriate/relevant, and specifically to:

~~A. J.~~ Delivering a new local centre in the Brentford Stadium Quarter providing active ground floor uses with local retail, restaurant, leisure and community facilities;

~~B. K.~~ Deliver, or contribute to, ~~E~~enhanced play and sports facilities and delivering a network of well-connected and varied open spaces for residents, workers and visitors including a green link between Gunnersbury Park, Carville Hall Park and other green and blue corridors surrounding the area;

~~C. L.~~ Improving waterfront accessibility through supporting the completion of the Thames Path and successfully integrating the area's existing green infrastructure with the wider green and blue infrastructure networks;

~~D. M. D~~delivering high quality public realm and open spaces including, where relevant:

- I. Fountain Square - a new public space on Capital Interchange Way at the intersection with the new route to Brentford Stadium;
- II. Lionel Road Station Plaza - a new public space outside the proposed station that will create a welcoming gateway into the area; and
- III. Gunnersbury Square - a new public space in the heart of the B&Q site development, on the route from Capital Interchange Way to Power Road, and with the potential future connection into Gunnersbury Cemetery.

~~E N.~~ Createing a well-defined streetscape through a consistent building line and clearly identifiable residential and non-residential frontage. Building frontages along the A4/M4 and other arterial routes should be set back to green and animate the streetscape;

~~F. O.~~ Design new open spaces and public squares to be sheltered from road noise, have a sunny aspect, offer a range of public space amenities, be overlooked by development and animated by active ground floor uses;

~~G. P. Supporting and f~~Facilitateing the delivery of a new West London Orbital rail link and working positively and proactively with stakeholders to deliver a new station at Lionel Road, where relevant;

~~H. Q. Supporting~~Deliver, or contribute to, enhancements to Gunnersbury station, including improved access, capacity and environment with enabling development, where relevant;

R. Deliver, or contribute to, enhancements to Kew Bridge Station to improve accessibility at the station and ensure connectivity with new public realm to encourage use of the rail network, where relevant;

~~t. S.~~ Createing well-defined streets and spaces with better crossing facilities and ~~network of~~ safe and easily navigable pedestrian and cycle routes, linking new development with a new Lionel station plaza, public squares, parks, the River Thames, Kew Pier River and surrounding neighbourhoods and stations; and

~~t. T.~~ Delivering a high quality, ~~continuous network of~~ walking and cycling routes connecting surrounding areas with Kew Bridge, Wellesley Road, Power Road, Gunnersbury Park and Carville Hall Park including ~~promoting the delivery of~~ a new bridge across the railway lines and new or improved crossings over the A4.

2.8 Proposed modifications for the West of the Borough policies section are set out below.

Policy P2: West of the Borough

Our approach

The West of the Borough is located within the Heathrow Opportunity Area, which is identified for growth in the London Plan. ~~Over the plan period, a~~ At least 6,500 7010 new homes will be delivered in the part of the Heathrow Opportunity Area within the West of the Borough and we will continue to explore opportunities to further increase the level of housing delivery.

The Council will secure a strong economy and create the conditions for economic growth in the West of Borough by increasing the provision of employment and commercial sites and by supporting the retention, enhancement, and intensification of existing employment and commercial uses. This will include selective and limited releases of Green Belt land to help meet the borough's need for new industrial floorspace.

We will achieve this by

A. Supporting the delivery of 7010 homes in the West of the Borough;

B. Supporting the delivery of 140,701 sqm (net)/162,675sqm (gross) of employment floorspace, incorporating:

i. 138,056 sqm of industrial floorspace (net)/157,705 sqm (gross),

ii. 2,645sqm (net)/4,970sqm (gross) sqm of office floorspace

~~A. C.~~ C. Allocating land for residential and mixed-use residential-led development in the West of the Borough, with a particular focus on sustainable locations such as Feltham Town Centre;

~~B. D.~~ D. Supporting proposals for residential development on other suitable brownfield sites within the West of the Borough ~~and that~~ are in accordance with other relevant policies in this Plan;

~~C. E.~~ E. Allocating land for new industrial floorspace within key locations as identified in the site allocations, including new Locally Significant Employment Sites at Hatton Cross (Land at Hatton Road and vacant land at Dick Turpin Way) and adjacent to the Land South of Western International Market site at Cranford (as shown on the policies map);

~~D. F.~~ F. Strengthening the local economic profile of the area, including support of flourishing business sectors and providing additional floorspace in a range of sizes, types and forms;

~~E. G.~~ G. Ensuring that employment development is well located and well connected in order to minimise the number of unnecessary vehicle trips, encouraging co-location and consolidation of deliveries;

~~F. H.~~ H. Improving the local road network to encourage the safe, reliable, and efficient movement of freight and to minimise its impact on congestion, road safety, and air quality;

~~G.~~ L. Supporting businesses of all sizes by ensuring availability of a range of workspaces and unit sizes, start-up space, co-working space and 'grow-on' space

~~g.~~ J. Encouraging improvements to pedestrian and cycle infrastructure, enhanced urban greening and improvements to crossing points along and over the Great West Road throughout the area, but in particular, adjacent to Local Centres, to improve permeability and enhance the economic vitality of the area's retail provision;

~~H.~~ K. Providing an enhanced public realm and public spaces that are inclusive and accessible to all users, which enhance community health and wellbeing, and ensure the safety and security of the community;

~~h.~~ L. Working with partners and key stakeholders to mitigate the impact of pollution caused by Heathrow Airport, and provide compensatory environmental, social and economic benefits for the residents and workers in this area; and

~~J.~~ M. Working with Heathrow and key stakeholders to deliver a new academy centre for innovation, enterprise and associated employment.

~~The Council will expect development proposals in the WoB to:~~ We will expect development proposals to:

~~K.~~ N. For proposals that include residential development, make effective and efficient use of land by seeking to optimise housing densities, whilst contributing positively to the surrounding context and character of localities within the West of the Borough;

~~L.~~ O. For proposals that include employment uses, provide a mix of unit sizes ~~and in particular small business units~~. For redevelopment, existing small business units should be re-provided; ~~and~~ *

~~M.~~ P. Where industrial developments are proposed on land being released from the Green Belt (and where land is not affected by aviation-related building height limits), the Council will expect developers to fully explore the opportunity for stacked, multi-floor formats to be developed in preference to single-storey formats. *

Q. Improve, or contribute to improving, the local road network to encourage the safe, reliable and efficient movement of freight and to minimise its impact on congestion, road safety and air quality; and

R. Improve, or contribute to improving, the public realm and public spaces.

2.9 Please note that clauses marked with an asterisk (*) are subject to modifications which will be covered in the update to **S11**.

2.10 Proposed modifications for the Cranford and Heston section are set out below. This includes elevating the supporting text under the headings "Our approach" and "We will achieve this by" into the policy.

Policy P2(a): Cranford and Heston

Our approach

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.

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

We will achieve this by

A. Delivering 571 homes in Cranford and Heston;

~~A.~~ B. Encouraging new mixed-use development with ground floor retail and community floorspace at local centres along Bath Road, Great West Road and along the western side of North Hyde Lane providing retail, restaurant, café and bar floorspace, where relevant;

~~B.~~ C. Supporting the delivery of industrial floorspace and establishing a consolidated employment cluster in the core area next to the A312 (Parkway) and M4 corridor at existing trading estates, industrial parks and distribution centres, where relevant;

~~C.~~ D. Working with local residents, community groups and housing providers to promote estate enhancement at Convent Way and other estates where regeneration is considered appropriate, where relevant;

~~D.~~ E. Optimising land use and promoting a phased approach to estate renewal in areas such as Convent Way so that the existing housing stock is replaced with high quality homes for existing and future residents;

~~E.~~ F. Continuing the protection and enhancement of local shopping centres including Heston shopping centre and Bath Road in Cranford, through diversifying uses including workspace and community uses;

~~F.~~ G. Contributing towards and/or delivering improvements to the function and quality of the public realm for all users through enhanced way finding, lighting, street greening, shop frontages and active and/or positive frontages, particularly in Cranford and Heston Local Centres and along primary movement routes identified in the figure and at Brabazon shops, where a Plaza is proposed locally;

~~G.~~ H. Creating a strong sense of community by delivering high quality neighbourhood design that responds to the needs of local people, in addition to community and arts hubs;

~~H.~~ I. Promoting community health and active living with the provision of both built and outdoor community space;

~~I.~~ J. Safeguarding Rectory Farm as a mineral extraction site and engaging the community in the design and delivery of a new park at Rectory Farm to be delivered once extraction works have been completed;

~~J.~~ K. Seeking opportunities for enhancements and improvements to existing parks and

waterways in and around this area including Brabazon Road Open Space, Avenue Park and Heston Park for landscaping and planting, amenity facilities such as paths, shading and bins, and the introduction of passive and active recreational facilities;

~~K~~. L. Working with partners and key stakeholders to explore the feasibility of Hounslow Local Plan 2020-2041 54 delivering a roof mounted Solar Array on the Land South of ~~WIM~~ Western International Market site in order to increase the supply of renewable and low carbon energy in this location;

~~L~~. M. Targeting social, economic and environmental improvements to the identified equality opportunities areas with high levels of deprivation;

~~M~~. N. Opening up access to and along the River Crane for walking and cycling connections;

~~N~~. O. Working proactively with partners to promote Cranford and Heston areas for Heritage Action Zone status in order to enhance economic growth by using the historic environment as a catalyst. Regeneration in Cranford, with its dual status as both a historic and Heathrow village, will use existing heritage assets and positive features of character as focal points for regeneration, such as using the Grade II listed Lock-U~~up~~, public open space and regeneration of the turrets as focal points, and in Heston, as a historic and Heathrow suburb, using such sites as the Hermitage (a listed building at risk) and public open spaces and parks as focal points;

~~O~~. P. Working with TfL to improve and increase the bus services from Cranford and Heston to Heathrow, key destinations in the rest of the borough and neighbouring boroughs such as Hillingdon and Ealing; and

~~P~~. Q. Supporting development that meets high sustainability standards, including through retrofittings existing development to improve environmental performance, as well as and projects that seek to deliver and/or contribute towards a borough-wide heat network.

Proposals should plan positively to deliver the place vision by: We will expect development proposals to:

~~A~~. R. Enhanceing walking and cycle routes, which can connect the existing river corridor, to other green spaces, such as Airlinks Golf Course and Osterley Park and to the national cycle route along the Grand Union Canal;

~~B~~. S. Enhanceing the river corridors and the quality and the condition of watercourses in line with the Water Framework Directive objectives and creating green corridor links between key assets of the Crane Corridor and Hounslow Heath;

~~C~~. T. Seeking design excellence in proposals Be of high quality design to enhance the area's historic and local character: and within the New development at Cranford and Heston neighbourhood centres will be required to have positive relationships with the street frontages;

~~D~~. U. Strengthening local identity and character of Cranford Neighbourhood Centre by investigating the feasibility of relocating options for the optimal viable use of the historic "Llock-U~~up~~" Grade II Listed building to the important landmark location at the junction of Bath Road and the Avenue. The Llock-U~~up~~ should be reactivated with communal, social and/or retail uses;

E. V. Strengthening local identity and character by conserving and enhancing Cranford and Heston conservation areas and heritage assets and embedding its historic references within the design and functioning of new development and public realm;

F. W. Supporting proposals that contribute towards urban greening in the public realm and on streets;

G. X. Delivering a high-quality public realm with active frontages and/or elevations that relate positively to Cranford Neighbourhood Centre and removing traffic barriers and initiating working with TfL to investigate the potential for Healthy Streets improvements traffic calming measure to roads including the Great West Road (A4/ A30), Bath Road (A4), and Parkway (A312); and

H. Y. Supporting the activation of the street with improved public realm and new high quality, accessible and inclusive walking/ cycling routes throughout the area including:

- i. a route connecting Cranford Neighbourhood Centre and Avenue Park between properties on the northern side of Bath Road;
- ii. a north-south connection from West Hounslow to Southall Station in the London Borough of Ealing, traversing the M4 and Great West Road;
- iii. an east-west cycle and walking route along the Crane River valley connecting with Osterley Park to the north of M4;
- iv. enhanced footpath along the northern side of the Bath Road west of Cranford High Street;
- v. a new footway link between Avenue Park and the River Crane corridor (Berkley Meadows and Cranford Land in London Borough of Hillingdon); and
- vi. a route connecting North Hyde Lane to the adjacent Airlinks Golf Course.

2.11 Proposed modifications for the Feltham section are set out below. This includes elevating the supporting text under the headings “Our approach” and “We will achieve this by” into the policy.

Policy P2(b): Feltham

Our approach

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 and leisure 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.

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, 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

A. Delivering 3216 homes in Feltham;

~~A~~ B. Encouraging redevelopment of the allocated sites:

~~B~~ C. Redeveloping the area around the station to create a new, high-density mixed-use development, the Station Quarter, providing 510 new homes and new ground floor retail forming an extension to the High Street, restaurant, café and bar uses in Bedfont Lane and New Road;

~~C~~ D. Redeveloping and intensifying further sites within Feltham town centre to create a stronger and more coherent urban centre, providing at least 250 new homes and 7,000 sqm new retail space including cafés, bars, restaurants, social infrastructure, and comparison retail, that meet needs of employees, residents and visitors;

~~D~~ E. Redeveloping and intensifying uses to the South-East of the High Street of the former MoD site, Leisure West and industrial land to create a new mixed-use neighbourhood, providing at least:

- I. 2050 homes;
- II. 4820 sqm office uses;
- III. 3420 sqm retail, restaurant, café and bar uses;
- IV. 11,600 sqm leisure space;
- V. 3910 sqm industrial; and
- VI. a new school (Reach Academy 2).

~~E~~ F. Requiring a number of smaller residential developments on Council owned, and infill sites. These developments should support improvements and enhanced access to Hanworth Air Park and Feltham Arenas;

~~F~~ G. Supporting the continued employment use of the Browells Lane and Air Park Way industrial area and in the long term introducing employment focused mixed-use intensification while ensuring continued local employment;

~~G~~ H. Ensuring developments are of the highest design quality, contribute to urban greening, meet the needs of local people, achieve optimal employment densities and support new employment uses that will secure a successful operation of the LSIS designation;

~~H~~ I. 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:

- i. Retaining the existing level of retail floorspace within Feltham town centre and promoting the introduction of new uses to increase evening town centre activity;

- ii. Emphasising fine grain, permeable high-quality and sustainable development that enhances the character of the town centre and strengthens links within the town centre;
- iii. Promoting the redevelopment or refurbishment of buildings or sites near to the town centre to include a mix of residential and leisure uses, improving transport access into the town centre, including enhancing the public realm at Feltham Train Station;
- iv. Maximising and improving links to the town-centers' centre's environmental assets such as the Longford River and Feltham Green;

~~J~~. J. Continuing the protection of industrial land, including the North Feltham Trading Estate, much of which contains Heathrow Airport-related business operations;

~~K~~. K. Improving links to Hounslow Heath and opening up access to and along the River Crane and Duke of Northumberland's River;

~~L~~. L. Supporting temporary community and cultural activities in public and private spaces, such as arts, exhibitions, markets, events, pop-up cafes and restaurants, and sporting activities;

~~M~~. M. Improving existing and supporting new community facilities, where possible co-located with other facilities, new community and leisure space, new health facilities to meet additional demand, and a new school in Feltham;

~~N~~. N. Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;

~~O~~. O. Establishing a well-connected, safe, high-quality and attractive network of cycle and walking routes linking the town centre and Feltham station with surrounding neighbourhoods, employment areas and open spaces, exploring the potential to use the river corridors as key walking and cycling routes;

~~P~~. P. Reducing the dominance of road traffic by increasing the capacity of public transport and cycling infrastructure, increasing street trees and planting and providing better integrated public transport to encourage people away from their cars;

~~Q~~. Q. **Protecting** Conserving the significance of surviving historic fabric and any contribution made by their settings in locations such as Old Feltham and ensuring new development enhances its setting;

~~R~~. R. Supporting development that meets high sustainability standards, including through retrofittings existing development to improve environmental performance, as well as-and projects that seek to deliver and/or contribute towards a borough-wide heat network; and

~~S~~. S. Support the ongoing improvements to Feltham's green spaces through delivery of the Feltham Parks Masterplan.

Proposals should plan positively to deliver the place vision by:

We will expect development proposals to:

A. T. Improveing air quality, locating ensuring sensitive uses are located away from pollution sources and that new development sufficiently mitigates the impacts of noise and air pollution (in line with Policy EQ4);

B. U. Delivering and/ or contributeing to the enhancement of existing parks and waterways and promoteing better access to and links between existing green spaces in Feltham including Feltham Green;

C. V. Createing a more diverse landscape experience in open spaces such as Hanworth Park and Feltham Green with education and play opportunities for children, young people, sports facilities, new wetland area and habitat, interpretation/ signage boards, restoration of heritage assets and creation of a visitor hub/ community centre/ café;

D. W. Createing new high-quality green open space at Feltham Marshalling yard with a range of landscaped areas of a naturalistic character, including acid grassland, woodland and other valuable habitats;

X. Improveing pedestrian/ cycle access into and around the area's parks, linking to an enhanced route along the River Crane and its surroundings to extend the green infrastructure network;

E. Y. Improveing water quality in line with the Water Framework Directive and to deliver and/or contribute to a high-quality open space by de culverting, naturalising and creating a path alongside the Longford River to create a high-quality open space and to connect Feltham town centre to green spaces and to residential, employment and leisure uses;

F. Z. Provideing new green spaces, including a central green space, neighbourhood pocket green spaces, and playing fields in Feltham East;

G. AA. Preserving Conserve and enhanceing the significance of Feltham Town Centre Conservation Area and protecting and contributing to local views of the spire of the significance of the Grade II listed St Catherine's Church tower, in particular its landmark status which requires development proposals to be subservient in height and massing and maintain or enhance key views in which the tower's significance can be understood;

H. BB. Supporting safe and obvious links for pedestrians and cyclists throughout Feltham;

I. CC. Supporting the sensitive refurbishment of heritage assets, for housing and community uses including Hanworth Park House site, and Ministry of Defence site (Feltham House), using enabling development where necessary;

J. DD. Improveing public realm across Feltham, including widening pavements along the High Street, introducing greenery, coordinating street furniture, enhancing shopfronts, improving paths and access to Bridge House Pond and connecting Feltham Green to the high street;

K. EE. Enhanceing Feltham station as a transport hub and createing a sense of arrival at Feltham Station through improvements to the public realm.

2.12 Proposed modifications for the Land at Hatton Fields policy are set out below.

Modifications include the addition of policy text with objectives for the council under the heading “We will achieve this by”.

Policy P2(c): Land at Hatton Fields

Our approach

The Council is making a selective and limited alteration to the ~~green-belt~~ Green Belt at Hatton Fields, to release land to help deliver the borough’s requirement for new industrial land during the plan period. Much of this need is derived from businesses associated with activities at Heathrow Airport, and this is therefore a suitable location to meet this need.

The Council will expect to see land in the northern portion of Hatton Fields provide a new logistics and industrial park, comprising approximately 63,000sqm of floorspace. It will expect this to be of a high-quality design incorporating high standards of sustainability, well-integrated walking and cycling routes, and protecting existing open spaces.

The Council will expect development here to deliver significant benefits for local and borough residents, including by improving access to green spaces, sports and recreational facilities, enhancing the quality of key habitats on the land and contributing to compensatory improvements to existing green belt land.

We will achieve this by

- A. Supporting the delivery of a logistics and industrial business park comprising 63,450sqm floorspace to the north of the site, combining modern warehousing with high quality infrastructure;
- B. Supporting the creation of a high-quality place that helps workers to make active lifestyle choices, including providing safe and navigable walking and cycling routes to surrounding areas and sports and recreational facilities and employee facilities to encourage social interaction amongst employees on site;
- C. Supporting the use of technology and provision of facilities that minimise the number of additional servicing and delivery trips and the creation of a network of roads that allow the safe, reliable and efficient movement of freight;
- D. Requiring development to create a sense of place, through high-quality public realm provision, enhancing the landscape character and enhancing security through design;
- E. Requiring development to enhance the environmental quality and biodiversity of the site, adjacent areas and watercourses;
- F. Requiring development to comply with regulations in airport safety zones and safeguard the continued use of the NATS air traffic control facility at Faggs Road.

~~Proposals should plan positively to deliver the place vision by:~~ We will expect development proposals to:

~~A. G. Delivering a logistics and industrial business park comprising 63,450sqm floorspace to the north of the site, combining modern warehousing with high quality infrastructure;~~

~~B. H. Supporting the creation of a high-quality place that helps workers to make active lifestyle choices, including providing~~ **P**roviding walking and cycling routes to surrounding areas ~~to encourage active lifestyle choices~~ and employee facilities to encourage social interaction amongst employees on site;

~~E. I.~~ Create~~ing~~ a sense of place through the positioning of the industrial unit frontages and public realm;

~~D. J.~~ Protect~~ing~~ and enhance~~ing~~ the landscape character, environmental quality and the biodiversity value of the adjacent Site of Importance for Nature Conservation and supporting the delivery of landscaping, a green buffer and tree planted margins along the ~~site~~ boundaries ~~with neighbouring open space~~ to provide corridors for habitats;

~~E. K.~~ ~~Supporting and encouraging active lifestyles by i~~Improve~~ing~~ access and connections to surrounding sports and recreational facilities and open spaces including the allotments, expanded Hatton Cemetery and the Hounslow Urban Farm and create~~ing~~ a new community nature zone to provide access improvements to nature and green spaces for local communities;

~~F. L.~~ Enhance~~ing~~ the river corridors and the quality and condition of watercourses such as the River Crane, the Duke of Northumberland's River and the Longford River, in line with the Water Framework Directive objectives;

~~G. M.~~ Contribute~~ing~~ towards compensatory improvements to the environmental quality and accessibility of remaining Green Belt land and providing enhancements and extensions to habitats (including those within the SINC) to achieve a minimum 10% biodiversity net gain across the wider site;

~~H. N.~~ Protect~~ing~~ the Hatton Meadows SINC and mitigate~~ing~~ any impact in line with the mitigation hierarchy set out in the London Plan;

~~I. O.~~ Comply~~ing~~ with DfT circular 01/2010 (including any subsequent updates) regarding control of development in airport public safety zones;

~~J. P.~~ Safeguard~~ing~~ the continued NATS air traffic control facility at Faggs Road as an essential part of the operation of Heathrow Airport, which includes ensuring an unimpeded line of sight to the operational radar located on the Airport as well as the microwave dish link connectivity to the Heathrow Control Tower which cannot be blocked by intervening development. Developers are required to consult NATS on any development proposals;

~~K. Q.~~ Ensure~~ing~~ that the scheme layout design adopts the principle of secure by design which will enhance night and morning security of this area;

~~L. R.~~ Use~~ing~~ existing constraints such as Public Safety zone for high quality landscape designs;

~~M. S.~~ Create~~ing~~ well-defined streets and spaces with a network of safe and easily navigable pedestrian and cycle routes through the site to connect to Hatton Cross underground station, the Crane River Corridor, the Duke of Northumberland's River, Longford River and associated open spaces and East Bedfont via the bridge at Richmond Avenue which will minimise the need for new employees to travel by car;

~~N. T.~~ Provide~~ing~~ access and servicing roads that service the businesses and allow the safe, reliable, and efficient movement of freight; and

~~O. U.~~ Minimise~~ing~~ the number of additional servicing and delivery trips whether through the use of Delivery and Servicing Plans, the use of new technology or provision of appropriate facilities.

Chiswick

2.13 Proposed modifications for the Chiswick section are set out below. The box indicates that the supporting text has been elevated to a policy.

Policy P3: Chiswick

Our approach

Chiswick will benefit from modest levels of growth over the ~~next 15 years~~ Plan Period which will deliver much needed housing and jobs.

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

A. Encouraging the sensitive redevelopment of the allocated sites including the Sainsbury's Chiswick store to re-provide a retail superstore, optimise the site by introducing new and affordable homes in an area that is well served by public transport and other amenities and enhance the connectivity of the site with links from Chiswick Park Station to the town centre;

B. Delivering 1192 homes in Chiswick;

~~B. C.~~ 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;

~~C. D.~~ Preserving Conserving and enhancing the High Road through:

I. Recognising ~~and responding to it's~~ the historic, well-established character of 2 to 4-storey mixed-use buildings and promoting sensitive infill development;

II. Maintenance and enhancement of the public realm to ensure it remains befitting of an important retail centre, including careful maintenance of the mature plane trees that line the high road; and

III. Supporting the diverse mix of local independent shops and businesses.

~~D. E.~~ Enhancing active and sustainable travel throughout Chiswick, and securing improved public transport provision including:

I. More frequent Piccadilly line stops at Turnham Green;

II. Improved capacity and access at Gunnersbury Station so that it can handle commuter traffic from CBP;

III. New West London Orbital rail link from Hounslow station to Hendon/West Hampstead via ~~the proposed west London transport interchange at~~ Old Oak Common (links to ~~Crossrail~~ Elizabeth ~~L~~ine and High Speed 2);

IV. Improved access to the town centre from the southern parts of Chiswick.

~~E-F.~~ Preserving Conserving 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;

~~F-G.~~ Reducing the north-south pedestrian barrier of the A4 through streetscape improvements, active and sustainable travel connections and other traffic calming/highway design measures;

~~G-H.~~ Preserving and enhancing the semi-open landscape in the south for the wide variety of sports and leisure activities that take place;

~~H-I.~~ Continuing the development of a sporting hub at Dukes Meadow and encouraging and supporting the provision of private and community outdoor amenity and children's play areas throughout Chiswick;

~~I-J.~~ 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, in addition to introducing greenery and encouraging the growth of wildlife habitats along the River Thames;~~ and

~~J-K.~~ Supporting measures to reduce flood risk in the area including upgrading defences.

We will expect development proposals to:

L. Respond to the historic, well established character of two to four-storey mixed-use buildings along the High Road and the low to medium-rise Victorian and Edwardian townscape of two to three storey terraced housing elsewhere in Chiswick;

M. Enhance the public realm to ensure it remains befitting of an important retail centre;

N. Protect and enhance river-related facilities, improving legibility, accessibility, continuity and quality of the Thames Path, in addition to introducing greenery and encouraging the growth of wildlife habitats along the River Thames; and

O. Consider incorporating opportunities for micro, small and medium-sized enterprises into new retail or mixed-use developments to help contribute to and support the vitality and vibrancy of the town centres and encourage a diverse retail offering.

Brentford

2.14 Proposed modifications for the Brentford section are set out below. The box indicates that the supporting text has been elevated to a policy.

Policy P4: Brentford

Our approach

As one of the districts of the borough that currently provides the most opportunity for change, Brentford will benefit from high levels of regeneration and growth over the ~~next 15 years~~ Plan Period, which will deliver much needed housing and jobs, as well as improved infrastructure, retail and leisure. This investment will focus on the Great West Corridor Opportunity Area and Brentford town centre.

Brentford, though lacking cohesion and subject to high levels of traffic, 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

A. Encouraging redevelopment of the allocated sites;

B. Delivering 11,268 homes in Brentford (including the Great West Corridor);

~~B.~~ C. Regenerating Brentford town centre as a vibrant District Centre that celebrates the town's heritage and waterside location, through:

I. Ensuring the delivery of the Brentford Waterside regeneration scheme, which will provide new retail, leisure and residential development in the town centre, providing a mix of daytime and evening uses that cater for all ages and promoting greater use of the canal side;

II. 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;

III. Ensuring that new development ~~respects~~ conserves and, where appropriate, enhances the significance of the historic environment, including any contribution made by setting; the historic environment, the character of existing neighbourhoods; integrates archaeological remains; and is sensitive to the setting of assets outside the Borough boundary including the Royal Botanical Gardens, Kew World Heritage Site;

IV. Supporting a range of high quality and affordable workspaces for creative businesses and freelancers;

V. Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;

- VI. Supporting the reprovision of an arts centre, including promoting a potential location in Brentford town centre;
- VII. Promoting public realm and other improvements to the High Street to improve the environment for pedestrians and cyclists, increase greening and to ease north-south movement;
- VIII. Supporting enhancements to green and blue infrastructure, including an animated and publicly accessible riverfront that facilitates enhanced riverside walking and cycling routes, enhanced wildlife habitats and greenery, in addition to supporting the maintenance of flood defences;
- IX. Supporting Brentford's distinctive role for the provision of waterside industries and support facilities, and reconnecting the area with its unique waterside location and heritage;
- X. Encouraging developments which include new retail space to engage with local established businesses and entrepreneurs to ensure micro, small and medium-sized local independents are supported, and Brentford retains a unique retail character;
- XI. Delivering the vision set out in the Brentford Town Centre Masterplan.

~~G.D.~~ Placemaking and connecting the Great West Corridor with development in the areas north and west of Chiswick roundabout and with Chiswick Business Park;

~~D.E.~~ Securing the restoration and regeneration of Gunnersbury Park and Mansions, and Boston Manor House and Grounds;

~~E.F.~~ 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);

~~F.G.~~ Promoting the provision of public transport improvements for Brentford, including links to the Elizabeth line at Southall via a new station along the Golden Mile, and the new West London Orbital rail link from Hounslow station to Hendon/West Hampstead via ~~the proposed West London Orbital transport interchange at~~ Old Oak Common (links to Elizabeth line and High Speed 2);

~~G.H.~~ Supporting development that meets high sustainability standards, including through retrofittings existing development to improve environmental performance, as well as and projects that seek to deliver and/or contribute towards a borough-wide heat network; and

~~H.I.~~ Supporting projects that establish a network of green and open spaces and enhanced greenery within the town centre, in addition to those that improve active and sustainable travel links to existing green spaces.

We will expect development proposals to:

J.-Conserve and, where appropriate, enhance the significance of the historic environment, including any contribution made by setting; integrate archaeological remains; and be sensitive to the setting of assets outside the Borough boundary including the Royal Botanical Gardens, Kew World Heritage Site;

- K. Enhance the public realm of the High Street and the riverside to improve the environment for pedestrians and cyclists;
- L. Enhance green and blue infrastructure, including through establishing or improving connections to other green and open spaces-protect and-enhance wildlife habitats and increase greenery in the town centre;
- M. Consider incorporating opportunities for micro, small and medium-sized enterprises into new retail or mixed-use developments to help contribute to and support the vitality and vibrancy of the town centres and encourage a diverse retail offering.

2.15 Proposed modifications for the Osterley and Spring Grove section are set out below. The box indicates that the supporting text has been elevated to a policy.

Policy P5: Osterley and Spring Grove

Our approach

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.

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

A. Delivering 189 homes in Osterley and Spring Grove;

~~A.~~ B. Encouraging redevelopment of the allocated sites;

~~B.~~ C. Promoting sensitive infill and peripheral development which provides a positive contribution to the townscape and its 19th-century core;

~~C.~~ D. Protecting, enhancing and diversifying existing local shopping provision on Thornbury Road and enhancing access to this local centre through enhanced active and sustainable travel infrastructure;

~~D.~~ E. Promoting Osterley House and Park as a key heritage and green assets;

~~E.~~ F. ~~Protecting~~ Conserving views to Osterley Park and from within and across existing areas of Metropolitan Open Land;

~~F.~~ G. Securing improved public transport provision through ~~a~~ the new West London Orbital rail link from Hounslow station to Hendon/West Hampstead via ~~the-proposed-west London transport interchange at Old~~ Oak Common (links to the Elizabeth ~~L~~line and High Speed 2);

~~G.~~ H. Promoting pedestrian and cycle links along London Road and between the River Thames at Isleworth and Osterley Park via the district's historic core and improving the environmental quality of these routes, such as through greening and investment in green spaces along the routes; and

~~H.~~ I. Support interventions that contribute to greening within the urban greening priority area around Syon Lane.

J. Support interventions that contribute to greening within the urban greening priority area around Syon Lane.

We will expect development proposals to:

K. Positively contribute to the townscape and its 19th-century character;

L. Deliver and/or contribute to enhancing active and sustainable connections to the local centre, along London Road and between the River Thames to Osterley Park; and

M. Enhance greening and contribute towards the enhancement of existing green spaces.

2.16 Proposed modifications for the Isleworth section are set out below. The box indicates that the supporting text has been elevated to a policy.

Policy P6: Isleworth

Our approach

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. 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

A. Delivering 870 homes in Isleworth;

~~A.~~ B. Encouraging redevelopment of the allocated sites including: West Middlesex Hospital, Europa House, Victory Business Centre, Tesco Mogden Lane and 30 Rugby Road, ensuring that they positively contribute to character;

~~B.~~ C. Maintaining and improving the riverside village character through ~~preserving,~~ protecting conserving and enhancing the varied townscape;

~~C.~~ D. Utilising any opportunities to improve pedestrian access to and along the Duke of Northumberland's River and River Crane, whilst improving the riverside habitat for the diverse wildlife that exists and enhancing flood defences;

~~D.~~ E. Promoting green, enjoyable and safe walking, wheeling and cycling links between Syon Park and Osterley Park;

~~E.~~ F. Safeguarding Mogden Sewage Works and working with Thames Water to address and mitigate the environmental impacts on neighbouring residents;

~~F.~~ G. Promoting and supporting enterprise and commerce and a diversity of uses on South Street and the London Road and Twickenham Road shopping parades, to ensure a vibrant and prosperous local centre for the area, as well as improving active and sustainable travel links between the local centre and the wider area;

~~G.~~ H. Targeting social, economic and environmental improvements to the Ivybridge and Worton estates as areas with high levels of deprivation (identified equalities opportunity areas);

~~H.~~ I. Promoting the area's connection with and to the River Thames by protecting and enhancing river-related facilities, improving the Thames Path and conserving and enhancing Isleworth Ait and views to this important local nature reserve; and

~~I.~~ J. Supporting development that meets high sustainability standards, including through retrofittings existing development to improve environmental performance, ~~as well as and~~ projects that seek to deliver and/or contribute towards a borough-wide heat network.

We will expect development proposals to:

K. Positively contribute to the character through maintaining and enhancing the riverside townscape;

L. Contribute to establishing and improving connections to and along the Duke of Northumberland's River and River Crane, active travel links between Syon Park and Osterley Park, and the Thames Path where relevant;

M. Contribute to improving the riverside habitat and enhancing flood defences, where relevant.

2.17 Proposed modifications for the Central Hounslow section are set out below. The box indicates that the supporting text has been elevated to a policy.

Policy P7: Central Hounslow

Our approach

Over the plan period Central Hounslow will benefit from new high-quality development in and around the High Street, encompassing new leisure, cultural and community spaces, in addition to redevelopment of the Treaty Centre. This growth will be supported by a coordinated regeneration program of public and private-sector investment, which will help to transform the high street into a prosperous town centre community. Concentrating uses and growth will create a compact, prosperous and contained centre, highly accessible by public transport with an improved quality of pedestrian routes to and from Hounslow Central and Hounslow East underground stations.

We will achieve this by

A. Delivering 3636 homes in Hounslow;

~~A. B.~~ Encouraging redevelopment of the allocated sites including: the Treaty Centre, Euro House, Hounslow Bus Garage, land at Kingsley Road, Royal Mail Delivery Office, ~~sites around~~ and London Road South. Redeveloping of the Treaty Centre should achieve site to create a permeable, mixed-use, town-centre destination and footfall driver along the high street, with a re-provided and improved community and cultural offer and new green public spaces.;

~~B. C.~~ Delivering the vision set out in the Hounslow Town Centre Masterplan to create ‘A diverse civic heart of the borough – safe, green and vibrant’, securing the future of Hounslow town centre as a Metropolitan Centre. The town centre will:

- I. be prosperous, ensuring economic success in the town centre following the Covid-19 pandemic, with an increased workspace provision, building on the existing clusters of food, beverage and leisure destinations and a diversification of land uses creating new jobs and a lively and safe place in both the day and the evening;
- II. be a civic, cultural and leisure destination in outer west London;
- III. have a transformed and upgraded public realm with new multipurpose public spaces for cultural events and social gatherings, including improving shopfronts throughout the town centre;
- IV. have new green spaces, planting and urban greening on the high street and be better connected to green spaces beyond the town centre;
- V. have an improved sense of arrival to celebrate ~~arrival~~ entry into the town centre by all transport modes through public realm enhancements to improve the quality and legibility of routes and;
- VI. be easily accessible through active and sustainable travel means through the improvement of routes from and to Hounslow Central and Hounslow East stations and surrounding streets and alleys. This will include the delivery of new Cycleways, including the continual delivery of Cycleway 9, connecting the town centre with the whole borough and destinations beyond; and

VII. embrace the delivery of contemporary and exemplary new buildings and landmarks in the town centre, whilst ~~protecting~~ conserving and enhancing ~~existing historic elements~~ the heritage character and significance of the heritage assets from which that is derived.

~~C. D.~~ Delivering high quality new homes over the plan period that offer contemporary town centre living in a range of house types and tenures. ~~Redeveloping the Treaty Centre site to create a permeable, mixed-use, town centre destination and footfall driver along the high street, with a re-provided and improved community and cultural offer and new green public spaces.~~

~~e. E.~~ Conserving and enhancing the St Stephen's Road conservation area, and exploring the suitability of the Inwood Road area and surrounds and other areas for conservation area status;

~~D. F.~~ Transforming the character of the area around Hounslow Train Station by providing new and intensified uses, public realm enhancements and increasing accessibility of the station through facilities for cyclists and improving access for pedestrians;

~~E. G.~~ Creating new open spaces where possible and improving and connecting existing spaces to address local deficiency and accessibility issues; and

~~F. H.~~ Supporting development that meets high sustainability standards, including through retrofittings existing development to improve environmental performance, ~~as well as~~ and projects that seek to deliver and/or contribute towards a borough-wide heat network.

We will expect development proposals to:

I. Contribute towards a transformed and upgraded public realm, including new multipurpose public spaces for cultural events and social gatherings, new green spaces, and enhanced urban greening in the town centre, where relevant;

J. Provide or contribute towards creating and enhancing active and sustainable connections to the town centre and to existing open spaces, where relevant; and

K. Enhance the town centre's character through conserving and enhancing the significance of heritage assets, and delivering high quality design that offers a range of house types and tenures.

2.18 Proposed modifications for the Hounslow West section are set out below. The box indicates that the supporting text has been elevated to a policy.

Policy P8: Hounslow West

Our approach

The cluster of restaurants, shops and cafes in and around Hounslow West underground station has a distinct character which differs from the busier and more built-up Hounslow town centre to the east. 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

A. Delivering 1553 homes in Hounslow West:

~~A-B.~~ Encouraging development of the allocated sites including: Cavalry Barracks, Hounslow West Station and the Builders Yard at 379-389 Staines Road;

~~B-C.~~ Raising the quality of new development across this part of the Borough, ensuring that it enhances surrounding character and meets local needs;

~~C-D.~~ Protecting and enhancing the vibrant collection of shops, restaurants and cafes along Bath Road, seeking a greater diversity of uses such as community uses and workspace, in addition to enhancing the public realm and improving links to nearby residential areas;

~~D-E.~~ Promoting the greater utilisation of land surrounding Hounslow West Station;

~~E-F.~~ Enhancing the environmental quality and character of Staines Road through additional planting and green infrastructure and enhancements to support active and sustainable travel;

~~F-G.~~ Continuing to **protect conserve and seek to enhance** the **significance of the special architectural and** historic buildings at Cavalry Barracks;

~~G-H.~~ Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;

~~H-I.~~ Opening up access to and along the River Crane particularly from Hounslow Heath, and protecting and supporting biodiversity;

~~I-J.~~ Enhancing greening across the area and strengthening connections between open spaces through green corridors and routes; and

~~J-K.~~ Supporting development that meets high sustainability standards, **including through retrofittings** existing development to improve environmental performance, **as well as and** projects that seek to deliver **and/or contribute towards** a borough-wide heat network.

We will expect development proposals to:

L. Be of high-quality design to enhance surrounding character and public realm, such as through additional planting and green infrastructure;

M. Where relevant, conserve and seek to enhance the significance of the historic buildings at Cavalry Barracks;

N. Provide, or contribute to, access to the River Crane and protect and support its' biodiversity, where relevant; and

O. Provide or contribute towards creating and enhancing active and sustainable connections between existing open spaces, where relevant.

2.19 Proposed modifications for the Bedfont section are set out below. The box indicates that the supporting text has been elevated to a policy.

Policy P9: Bedfont

Our approach

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.

Development will focus on respecting and enhancing the established character.

We will achieve this by

A. Delivering 53 homes in Bedfont:

~~A.~~ ~~B.~~ Protecting the extensive open landscape of the Green Belt whilst encouraging leisure and agricultural uses which complement this landscape;

~~B.~~ ~~C.~~ Protecting the surviving historic fabric and conserving the significance of heritage assets including any contribution made by their setting in locations such as Bedfont Green;

~~C.~~ ~~D.~~ Opening up access to and along the two artificial rivers (Longford and Duke of Northumberland's) for walking and cycling and enhancing their environmental quality;

~~D.~~ ~~E.~~ Exploring options for improving public transport accessibility in the area, particularly with regard to employment and leisure sites at the western fringe, e.g. at Bedfont Lakes;

~~E.~~ ~~F.~~ Supporting Bedfont local centre and enhancing connections to the neighbourhood centre;

~~F.~~ ~~G.~~ Supporting industrial areas and their growth, ensuring that new development enhances local character, greening and active and sustainable travel links;

~~G.~~ ~~H.~~ Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;

I. Creating high-quality public realm that follows the healthy streets approach and delivering a network of high quality and attractive walking and cycling routes in accordance with current guidance, linking to local town centres, along Bedfont Lakes Country Park and to public transport;

J. Supporting development that meets high sustainability standards, including through retrofittings existing development to improve environmental performance, as well as ~~and~~ projects that seek to deliver and/or contribute towards a borough-wide heat network.

We will expect development proposals to:

K. Contribute positively to local character through high-quality design, by conserving and enhancing the significance of the area's heritage assets, and delivering and/or contributing to greening;

L. Provide, or contribute to, access for walking and cycling to and along the Longford River and Duke of Northumberland's River and protect and support biodiversity and environmental quality, where relevant; and

M. Provide or contribute towards creating and enhancing high-quality and attractive active and sustainable connections linking to town and neighbourhood centres, Bedfont Lakes Country Park and to public transport connections, where relevant.

2.20 Proposed modifications for the Hanworth section are set out below. The box indicates that the supporting text has been elevated to a policy.

Policy P10: Hanworth

Our approach

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.

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

We will achieve this by

A. Delivering 439 homes in Hanworth;

~~A. B.~~ Encouraging redevelopment of the Royal Naval Association Club and land at Nene Gardens;

~~B. C.~~ Protecting and evolving local shopping provision including Hanworth local shopping centre;

~~C. D.~~ Enhancing active and sustainable travel connections throughout the area and to the local centre;

~~D. E.~~ Promoting improvements to heritage assets including Hanworth House and Park;

~~E. F.~~ Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;

~~F. G.~~ Protecting existing Locally Significant Industrial Estates and ensuring any new industrial development enhances character through good design, greening and enhancements to active and sustainable travel;

~~G. H.~~ Protecting the extensive open landscape of the Green Belt whilst **encouraging supporting, where appropriate,** leisure and agricultural uses which complement this landscape; and

H.I. Opening up access to and along the Longford River and continuing the Crane River path and linear park northwards, in addition to increasing the environmental quality of the area.

We will expect development proposals to:

J. Provide or contribute towards creating and enhancing active and sustainable connections between existing open spaces, where relevant;

K. Enhance local character through high-quality design and through the provision of greening; and

L. Provide, or contribute to, access for walking and cycling to and along the Longford River and the continuation of the Crane River path and protect and support biodiversity and environmental quality, where relevant.