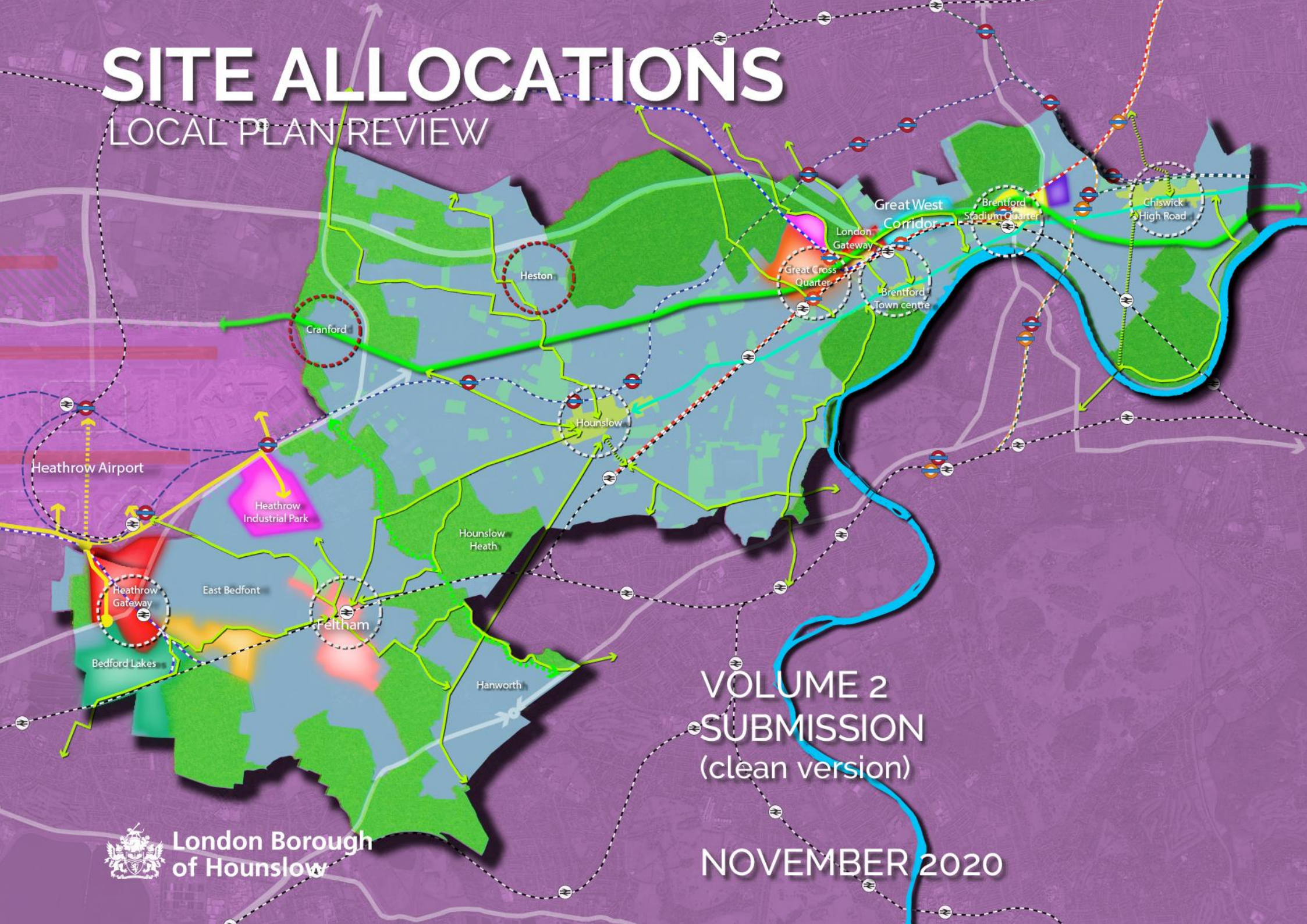


# SITE ALLOCATIONS

LOCAL PLAN REVIEW



VOLUME 2  
SUBMISSION  
(clean version)

NOVEMBER 2020



London Borough  
of Hounslow

# SITE ALLOCATIONS - INTRODUCTION

## Introduction

The London Borough of Hounslow has prepared two new Local Plan reviews in order to positively plan for and manage future development in the borough. The reviews set out a spatial strategy for two areas: the West of Borough (WOB) and Great West Corridor (GWC) in order to meet the needs of existing and future residents with a range of housing choices, businesses with employment space to grow, and access to healthy lives and social infrastructure, such as schools and open space.

The Reviews allocate sites in order to accommodate Objectively Assessed Needs over the plan period, which are contained in this Volume, and has also been updated to reflect progress on delivering site allocations in the Adopted Hounslow Local Plan (2015) and the results of the Site Allocations and Capacity Assessment (SACA)(2020).

The Reviews identify and allocate sufficient sites to enable the borough to positively meet its need for housing and employment and secure land for infrastructure to support the anticipated level of growth, allocating a total of 37 Sites in the Great West Corridor and 49 Sites in the West of Borough and 26 sites in the Rest of Borough. The Site Allocations are principally derived from the Site Allocations and Capacity Assessment (2020) which sought to review the full range of potential sources of growth, as well as the Great West Corridor Masterplan (2020), Feltham Masterplan (2017) which form part of the evidence base for the Local Plan Reviews.

While developing the Local Plan Reviews, in response to the draft London Plan and in order to identify the additional capacity to accommodate growth in Hounslow, the Council undertook a Housing and Economic Land Assessment (HELAA) combined with a review of the Draft Local Plan Review Site Allocations, known as the Site Allocations and Capacity Assessment (SACA 2020). This study drew from a wide range of sources, including re-appraisal of GLA SHLAA 2017 sites, masterplans for the GWC, West of Borough and Feltham, Brownfield Register, Existing Permitted Developments and a review of adopted and draft site allocations. This has taken a staged approach in identifying all possible sites, and then assessing sites in line with the National Planning Practice Guidance (NPPG)<sup>1</sup> on Housing and Economic Land Availability Assessment.

The SAC identified a total of over 500 sites in the borough for assessment, of which a total of 112 sites have been allocated, along with a total of 90 sites placed onto Hounslow's Brownfield Land Register. This resulted in a total identified capacity of 19,440 units, made up of 18,650 on large sites and 790 units on small sites.

## Policy Background

The National Planning Policy Framework (NPPF)<sup>2</sup> provides the overarching national planning guidance on Local Plan making and identification of sites for allocation. The NPPF requires that a Local Plan must contain strategic policies for Housing (Paragraph 20) which look ahead over the minimum 15 year period, and should allocate sufficient sites to deliver the strategic priorities of the area, (except insofar as these needs can be demonstrated to be met more appropriately through other mechanisms, such as brownfield registers or nonstrategic policies). Elsewhere, it states that:

"Strategic policy-making authorities should have a clear understanding of the land available in their area through the **preparation of a strategic housing land availability assessment**. From this, planning policies should identify a **sufficient supply and mix of sites**, taking into account their availability, suitability and likely economic viability" (Paragraph 67)

Planning Policies should:

- *"give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict*
- *promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing*
- *take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership,*
- *support development that makes efficient use of land" (122)*

In addition:

"Plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport." (123(a))

"The use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range" (123(b))

<sup>1</sup>National Planning Practice Guidance, 2019, MHCLG, Available online.

<sup>2</sup>National Planning Policy Framework, 2019, MHCLG. Available online.

# SITE ALLOCATIONS - INTRODUCTION

## Policy Background (Cont.)

The government's National Planning Practice Guidance (PPG) on HELAAs sets out that these assessments should consider the suitability, availability and achievability of land for development. The selection of an appropriate methodology for site selection is not identified. PPG recommends a staged approach to inform plan making that does not determine whether a site should be allocated for development. PPG notes that the HELAA provides information on the range of sites available to meet identified need, but the development plan itself determines which sites are most suitable to meet those needs (Reference ID: 3-003-20140306).

The NPPG advocates a 5 stage approach in constructing a site selection methodology for HELAA, which has informed the approach taken to the site allocation methodology.

- Stage 1: Identification of sites and broad locations.
- Stage 2: Site/broad location assessment.
- Stage 3: Windfall assessment (where justified).
- Stage 4: Assessment review.
- Stage 5: Final evidence base.

## Draft London Plan

The Draft London Plan<sup>3</sup> is supported by the GLA Strategic Housing Land Availability Assessment (SHLAA) 2017. This assessment identified two key site sources: Large Sites and Small Sites. Large sites were identified on mapping, and in discussion with boroughs and following the GLA's discount based methodology, arrived at a total large sites potential, phased over five year periods up to 2040. Regarding the Small Sites, the Council considers that the SHLAA significantly overestimates the development capacity of small sites within the Borough, anticipating that it can increase delivery from the average of 184 units per annum over the last ten years to 680 (an increase of 269%). This is because it takes a modelled approach which utilises unrealistic assumptions regarding the capacity and pace of change anticipated, as set out in the Small Sites Capacity Assessment 2019<sup>4</sup>.

The Large Sites identified in the SHLAA have been considered as part of the SACA 2020 and reappraised using a density by design approach.

## Site Allocation and Capacity Assessment (SACA) 202020

In response to the increased housing needs identified in the draft London Plan, the council has completed a HELAA known as the Site Allocation and Capacity Assessment (SAC) 2019. This study followed the relevant national and regional guidance as outlined above and can be found as part of the Local Plan Reviews Evidence Base.

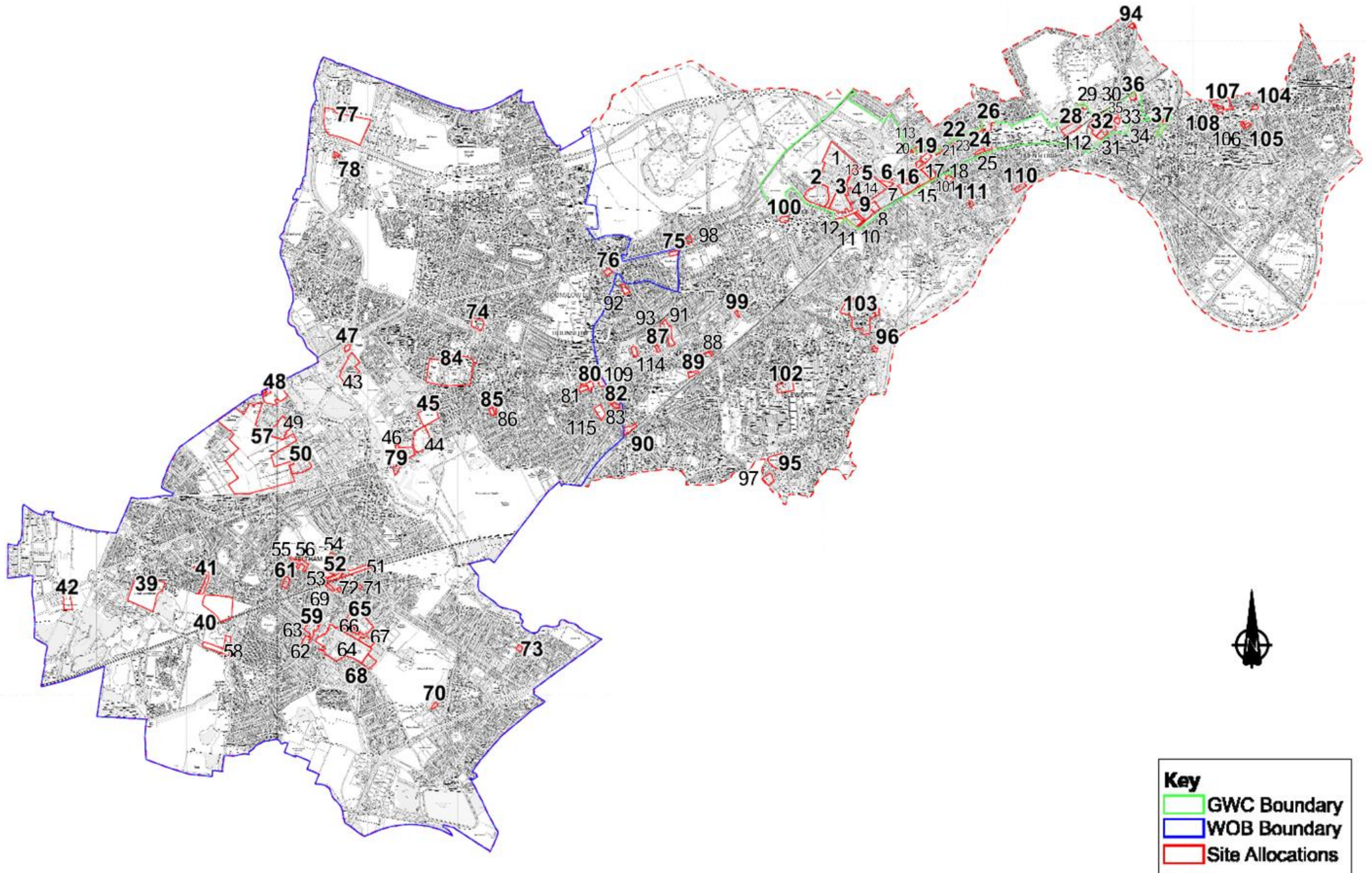
## Relationship between this Volume and the Local Plan Review

This document fully supersedes Volume two of the Adopted Hounslow Local Plan (2015). Site Allocations should be considered in line with the Development Plan, taking into account all relevant policies. Within the Local Plan Review Areas, Adopted Local Plan Policies will apply to allocations except where these have been stated as superseded by a policy in the Review Documents. Please see the introduction of the Local Plan Review Documents for a full list of policies.

<sup>3</sup> Draft London Plan, Intend to Publish Version, 2020, Mayor of London. Available online.

<sup>4</sup> Small Sites Capacity Assessment, 2018, West London Authority. Available online.

# SITE ALLOCATIONS - MAP



**Key**

- GWC Boundary
- WOB Boundary
- Site Allocations

# SITE ALLOCATIONS - OVERVIEW

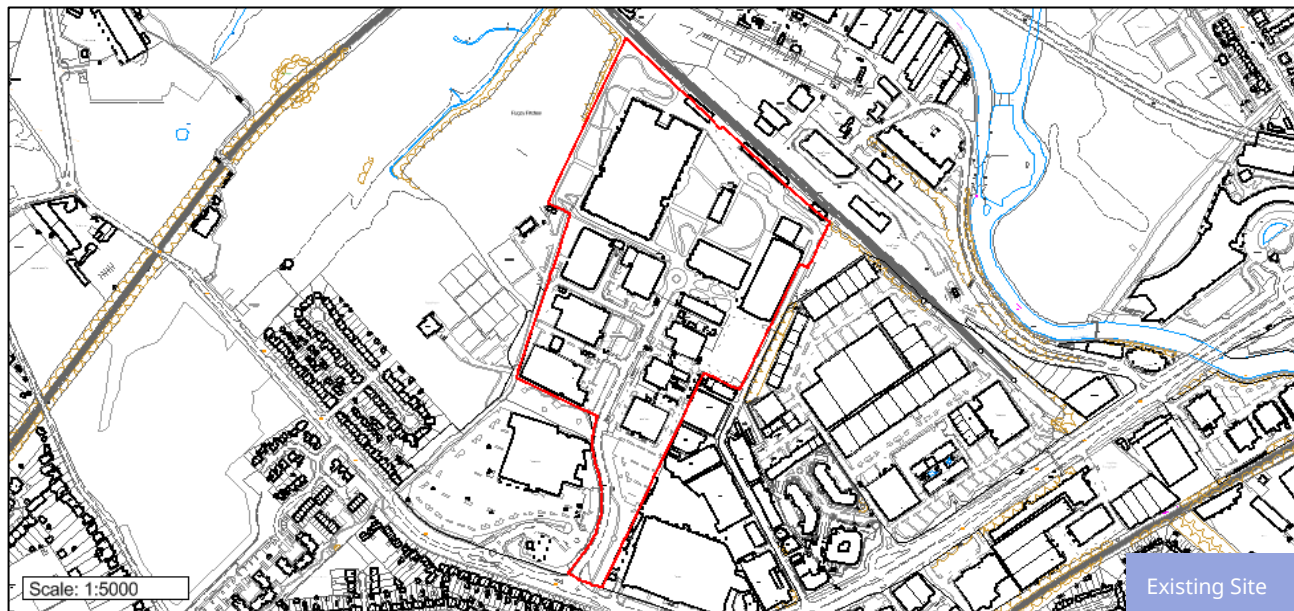
Site Ref	Site Name	Page
<b>Great West Corridor</b>		
1	Sky Campus Brentford	6
2	Tesco Osterley	8
3	Gillette Factory	10
4	125 Harlequin Avenue	12
5	West Cross Campus	14
6	BSS Brentford	17
7	Profile West Brentford Car Park	19
8	971 Great West Road	21
9	Syon Lane Industrial Estate	23
10	931 Great West Road	25
11	Homebase Syon Lane	27
12	Former Syon Gate Service Station Gilette Corner	29
13	Harlequin Avenue Sub station	31
14	2 Harlequin Avenue	33
15	Land at Glaxosmithkline	35
16	Brentside Park	37
17	Great West Plaza	39
18	Great West House	41
19	Mille Building	43
20	Boston Manor Road Sub Station	45
21	Enterprise, Boston Park Road	47
22	1020 Great West Road	49
23	Texaco Filling Station, Great West Road, Brentford	51
24	Layton Road Warehouses	53
25	Layton Road Car Park	55
26	Phoenix Business Park	57
28	27 Great West Road	59
29	EMC Tower	61
30	Vantage West	63

Site Ref	Site Name	Page
31	1-4 Capital Interchange Way	65
32	Brentford Fountains Leisure Centre	67
33	Esso Filling Station Chiswick Roundabout	69
34	Former Natwest Bank Site, Chiswick	71
35	B&Q Chiswick	73
36	110 Power Road	75
37	Gunnersbury Station Car Park	77
<b>West of Borough</b>		
39	South Bedfont	79
40	Bedfont Gardens	81
41	Bedfont Gardens, Land at Southville Crescent	83
42	Land at Bedfont Lakes (West) 753 Staines Road, Feltham	85
43	Heathrow International Trading Estate	87
44	Central Park Trading Estate	89
45	Land at Green Lane	91
46	Ron Smith Recycling, Green Lane	93
47	150-152 Great South West Road, Cranford	95
48	Vacant Land at Dick Turpin Way	97
49	Site at Faggs Road	99
50	Tesco Dukes Green Avenue	101
51	Network House Feltham	103
52	Lidl Feltham	105
53	New Road Triangle	107
54	61 Fern Grove	109
55	Scout Hut Bedfont Lane	111
56	Land at Glebelands Road	113
57	Airport Business Park	115
58	Lower Feltham West	117
59	Tesco Feltham	119
61	Council Depot, Ashmead Road	121

Site Ref	Site Name	Page
62	Manor Park, Feltham	123
63	80-86 High Street Feltham	125
64	MOD Feltham	127
65	Leisure West	129
66	Browells Lane	131
67	UPS House	133
68	Smith House, Elmwood Avenue	135
69	Land at 2 High Street Feltham	137
70	Royal Naval Association Club	139
71	Feltham Magistrates Court	141
72	St. Catherine's House and Car Park	143
73	Land at Nene Gardens	145
74	Hounslow West Station	147
75	Land to the rear of HCC Sports and Social Club	149
76	Lampton House	151
77	Land South of Western International Market	153
78	Land at Hartlands Caravan Park	155
79	Baber Bridge Caravan Site	157
80	34 Staines Road	159
81	80-82 Staines Road	161
82	206-210 Hanworth Road	163
83	Vacant Land Clarence Terrace	165
84	Hounslow Cavalry Barracks	167
85	Builders Yard, 379-389 Staines Road	169
86	Former Travis Perkins Staines Road	171
87	Euro House, Hounslow	173
88	Land at Bridge Road Depot	175
89	Land at James Street	177
90	Inwood Business Park	179

Site Ref	Site Name	Page
<b>Rest of Borough</b>		
91	Hounslow Bus Garage	181
92	Upstage	183
93	Land at Kingsley Road	185
94	Vacant Land R/O Princes Avenue, Gunnersbury	187
95	Tesco Mogden Lane	189
96	Europa House	191
97	30 Rugby Road	193
98	Osterley Station Car Park	195
99	Feltham Coachworks	197
100	Osterley Park Hotel	199
101	Brentford Group Practice	201
102	Victory Business Centre	203
103	West Middlesex Hospital	205
104	Chiswick Health Centre	207
105	Chiswick Telephone Exchange	209
106	Royal Mail, Chiswick Delivery Office	211
107	Sainsbury's Chiswick	213
108	Empire House	215
Appendix 1 – Additional Sites		217

# 1 – SKY CAMPUS, BRENTFORD

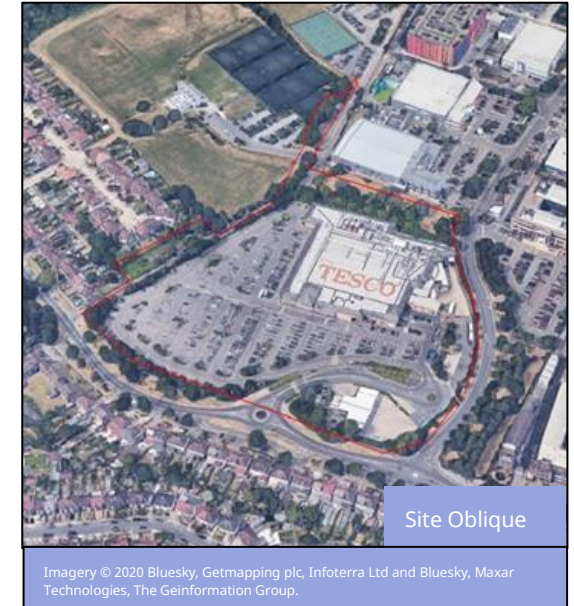
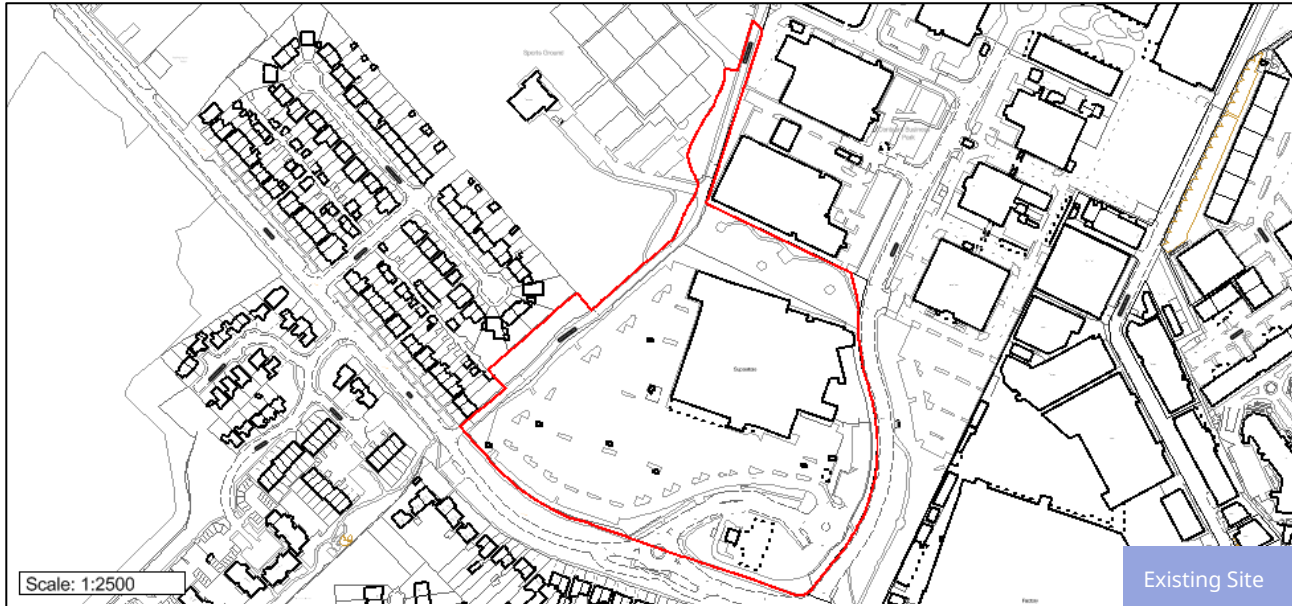


Address	Sky Campus, Centaurs Business Park, Syon Lane, Isleworth, Osterley and Spring Grove Ward, TW7 5QD		
Place	Great West Corridor West	Site Size	14Ha
PTAL	2/1b/1a	Existing Use	Broadcasting, Production and associated activities (B1)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Strategic Industrial Location (SIL): Proposals within SIL should, where feasible, intensify uses suitable for broad industrial-type activities and make consideration of impact of development on existing occupiers in accordance with the agent of change principle.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units (C3)		Retail(A1-A4) (Sqm)	
Business (B1a/b/c)(Sqm)	52,000	Industrial (B1c/B2/B8)(Sqm)	
Hotel (C1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2030		

Development Details	
Key Proposal	<b>The Sky Campus will continue to develop as a hub for broadcasting, production and media activities, integrating with the wider Western Hub.</b>
Land Uses	Business (B1a/b/c)
Movement and Access	<p>Existing access arrangement from Grant Way and Harlequin Avenue should be maintained to service the development, and should respond to pedestrian and cycling connections delivered on adjacent sites with clear signposting to clean air routes and to the Bolder Academy and the Nishkam Schools. Redevelopment bordering Gillette Corner and West Cross Industrial Estate should integrate by supporting new walking and cycling routes access along Harlequin Avenue and Grant Way.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building: Former Gillette Factory, Grade II</li> <li>• Statutory listed building: Pavilion and Clubhouse, Grade II</li> <li>• Statutory listed building: Osterley House, Grade I</li> <li>• Conservation Area: Osterley Park</li> </ul> <p>The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the significance of the heritage assets</li> <li>• Impact to the setting of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p> <p>The Site borders the West Cross Campus Tall Building Cluster, and should be carefully integrated with any proposals for this site to ensure it is subservient.</p> <p>Site is within the viewing area for Osterley Park House and surrounding heritage assets and therefore views testing would be required for development.</p>
Site Requirements	<p>Intensification of uses which support the function of the site as a film and television production hub and its integration with the surrounding area.</p> <p>Development should directly support the areas role as a TV, Broadcasting and Media Hub and must take account of the Strategic Industrial Location designation, and provide other uses which are ancillary to and support this function, ensuring that development functions to serve existing and new occupants of the SIL with minimal car parking, and should integrate with the wider SIL through complimentary locations, opening times and use of floorspace.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

## 2 – TESCO OSTERLEY

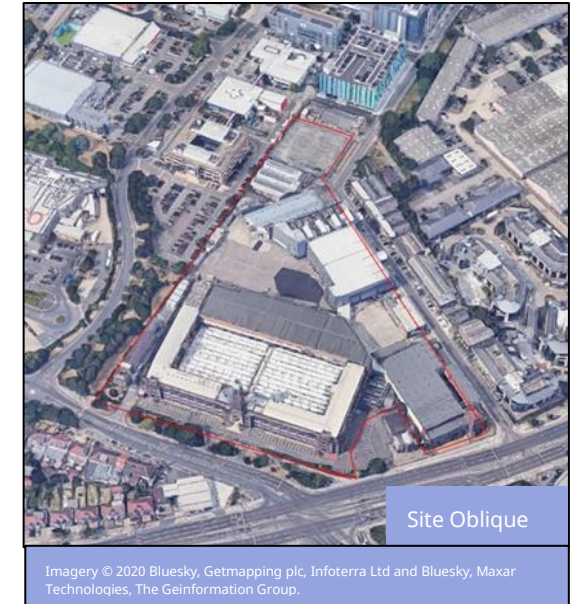
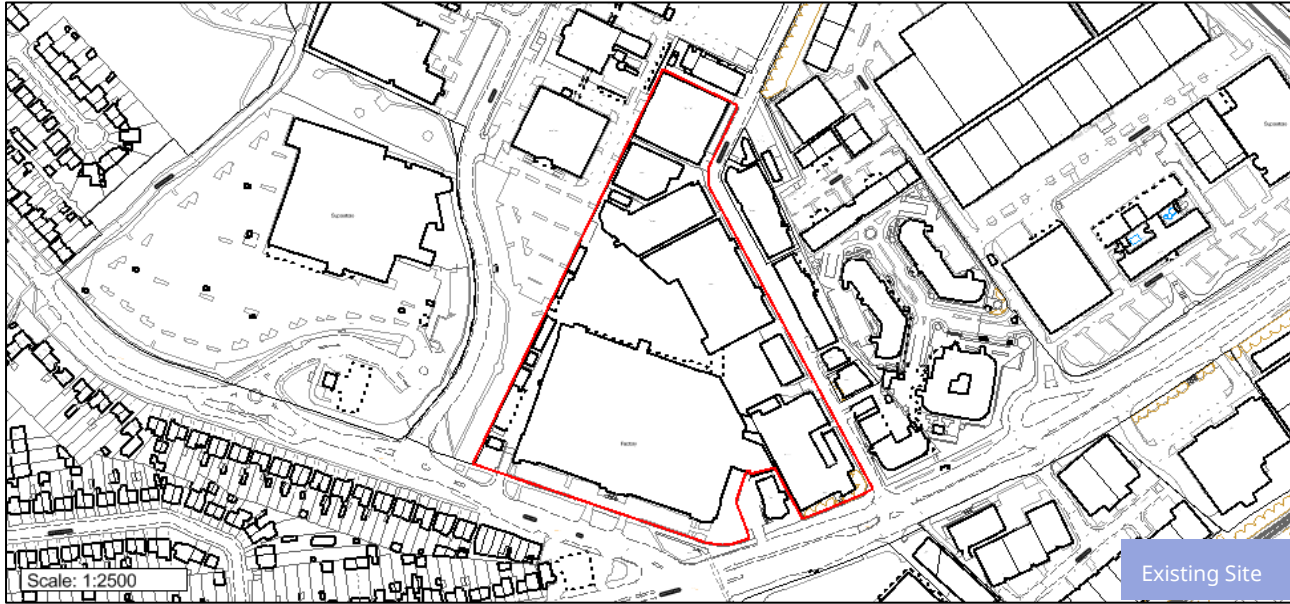


Address	Tesco Osterley Extra Syon Lane, Syon Lane, Osterley and Spring Grove Ward, TW7 5NZ		
Place	Great West Corridor West	Site Size	4.6 Ha
PTAL	1a/2	Existing Use	Retail (A1) with ancillary Car Parking
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	Site is bounded to east by Strategic Industrial Location: Consideration of impact of development on existing occupiers in accordance with the agent of change principle. Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	1030	Retail(A1-A4) (Sqm)	540
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Hotel (C1) (Sqm)		Health/Community (D1) (Sqm)	
Assembly/Leisure (D2) (Sqm)			
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Tesco Osterley will be redeveloped into a mixed use site incorporating new housing, small retail unit and an enhanced public realm.</b>
Land Uses	Residential (C3) and Retail (A1-A4)
Movement and Access	<p>The main vehicular access is to be retained from Syon Lane with the existing roundabout replaced by a priority junction. Access for loading and deliveries is to be split between the Syon Lane access and Grant Way as appropriate. Vehicular access from Macfarlane Lane is only to be provided in exceptional circumstances.</p> <p>Priority for access and movement to and within the site is to be focussed on active travel.</p> <p>Development is to provide new high-quality pedestrian and cycling connections across the site particularly between Grant Way and Macfarlane Lane. A clear and legible hierarchy of pedestrian and cycle routes should be provided and made publicly accessible ensuring connectivity with the wider area to promote active travel.</p> <p>Car clubs, electric car charging points are to be provided together with high quality cycle parking in accordance with current local and regional guidance such as the West London Cycle Parking Guide and London Cycle Design Standards.</p> <p>The existing bus stops and stands are to be retained and enhanced for future bus service improvements and all necessary infrastructure for bus services is to be re-provided on Grant Way.</p> <p>The development should conform to the parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building: Former Gillette Factory, Grade II Pavilion and Clubhouse, Grade II Osterley House, Grade I</li> <li>• Conservation Area: Osterley Park</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p> <p>The development site adjoins Osterley Park Conservation Area and strip of land within the site lies within it.</p>
Site Requirements	<p>Intensification of use on the site to provide mixed use development comprising of homes, local retail and community uses, and new public realm and open space.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p> <p>Redevelopment should ensure that it safeguards unrestricted public access to the Water Gardens as part of the development, and provide high quality public realm including open space, ecological improvements and children’s play space.</p>

### 3 – GILLETTE FACTORY

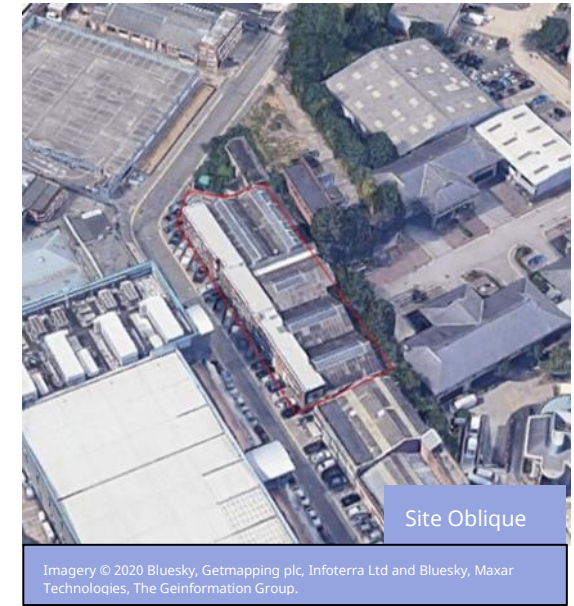
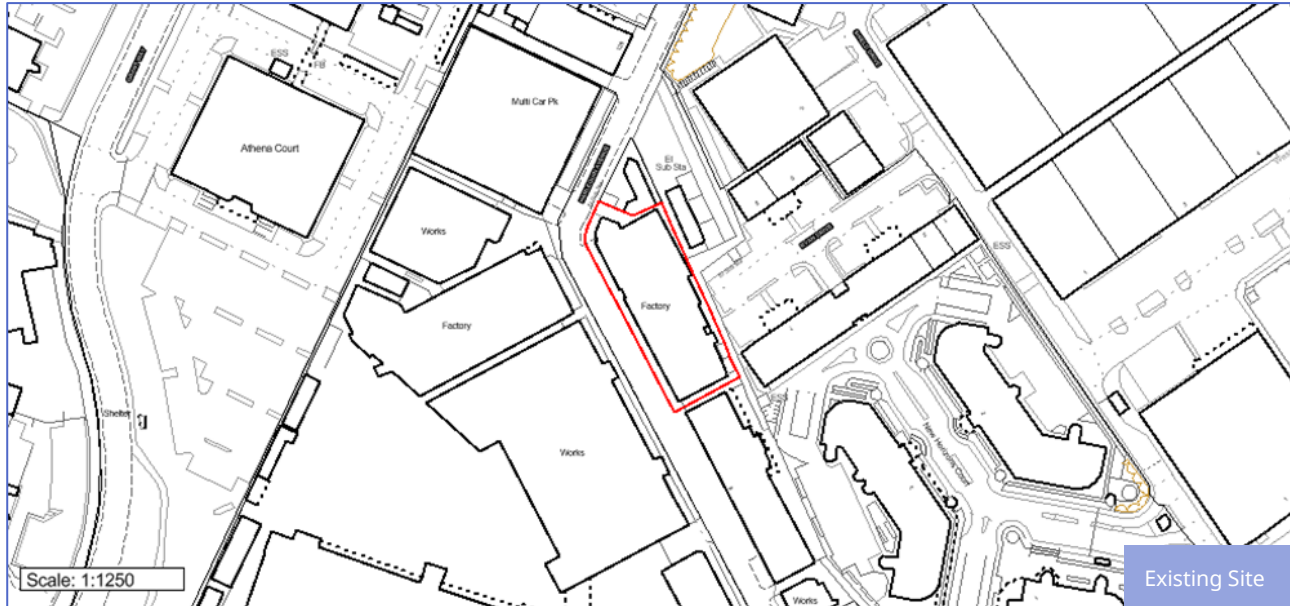


Address	Gillette Corner, Gillette Corner, Great West Road, Isleworth, Osterley and Spring Grove Ward, TW7 5LW		
Place	Great West Corridor West	Site Size	4.4 Ha
PTAL 2018	2	Existing Use	Factory (B1a/B2/B8) - Vacant
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Strategic Industrial Location (SIL): Proposals within SIL should, where feasible, intensify uses suitable for broad industrial-type activities and make consideration of impact of development on existing occupiers in accordance with the agent of change principle. Colocation of residential development with industrial development is supported in the allocation outside the boundary of the SIL. Transport: The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	240	Retail(A1-A4) (Sqm)	920
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	47,640
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Hotel (C1) (Sqm)			
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Gillette Corner will become a major new creative hub drawing on its unique heritage to deliver flexible creative film, digital and media including studios and their supporting uses making the most of the building's large floorplates and attractive features.</b>
Land Uses	Industrial uses (B1c/B2/B8) with residential (C3) and retail (A1-A4).
Movement and Access	<p>Primary Vehicular access should be taken from Harlequin Avenue with secondary access taken from Syon Lane or Grant Way. Servicing and parking arrangements should be carefully considered to avoid large areas of servicing and parking along the frontages. The Development proposals should develop a detailed masterplan-led approach for movement and access across the site. New pedestrian and cycle routes are to be provided across the site, which are to link with adjacent sites including the West Cross Campus, Sky Campus and the Tesco site. A hierarchy of routes that reflects use, and links, are to be created including consideration of an off-street cycling route along Harlequin Avenue. Redevelopment bordering the Grant Way and Harlequin Avenue should provide high quality walking and cycling routes access on the adjacent public highway.</p> <p>Proposed facilities around the centre (hub) such as shops, cafes, retail, need to be supported by the outer movement network to benefit from the passing trade, especially at Harlequin Avenue. All servicing is to be undertaken within the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building: Former Gillette Factory, Grade II; Four Lamp Standards with Lanterns, Grade II K6 Telephone Kiosk Outside Gillette Building, Grade II; The National Westminster Bank, Grade II</li> <li>• Conservation Area: Osterley Park</li> </ul> <p>As the site allocation contains a number of listed buildings, development will have an impact on the heritage assets listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the significance of the heritage assets</li> <li>• Impact to the fabric of the heritage assets</li> <li>• Impact to the setting of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of uses should support the delivery of a 'creative hub', with a suitable range of sizes of business units for small and medium enterprises. Ancillary uses must be incidental to the industrial and commercial uses on the site and support their function. The development should seek to deliver a green public open space within the development, in accordance with Place Policy P1 &amp; GWC Masterplan.</p> <p>Intensification of existing industrial and commercial uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and form a buffer between this and any residential use on the site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

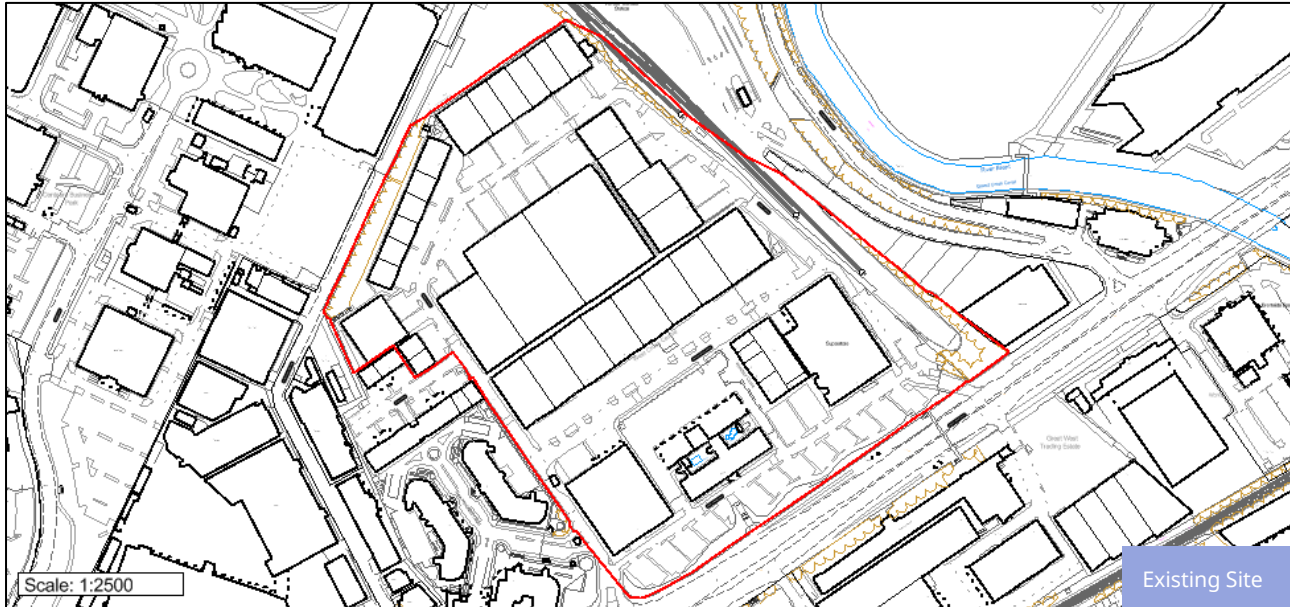
# 4 – 125 HARLEQUIN AVENUE



Address	125 Harlequin Avenue, London, Osterley and Spring Grove Ward, TW8 9EW		
Place	Great West Corridor West	Site Size	0.3 Ha
PTAL 2018	1b	Existing Use	Car Garage (B2)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Strategic Industrial Location (SIL): Proposals within SIL should, where feasible, intensify uses suitable for broad industrial-type activities and make consideration of impact of development on existing occupiers in accordance with the agent of change principle.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	7130
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	125 Harlequin Avenue will be redeveloped to provide modern and flexible business floorspace which integrates with the surrounding business uses.
Land Uses	Industrial uses (B1c/B2/B8)
Movement and Access	<p>The existing access arrangements to the site are to be improved to provide a high quality pedestrian route along Harlequin Avenue and improved access to the site. A new pedestrian and cycle route could be provided through the site to provide a clean air route with adjacent sites including the West Cross Site and the Golden Mile Station and this needs to be considered and safeguarded as part of redevelopment of the site, Provision of a new pedestrian and cycle route across the site to link Harlequin Avenue with the West Cross site is to be considered and safeguarded.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building: Former Gillette Factory, Grade II</li> <li>• Conservation Area: Osterley Park</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification of existing uses on the site should be arranged to ensure an attractive and legible street frontage is created, in order to create a continuous street frontage along Harlequin Avenue.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

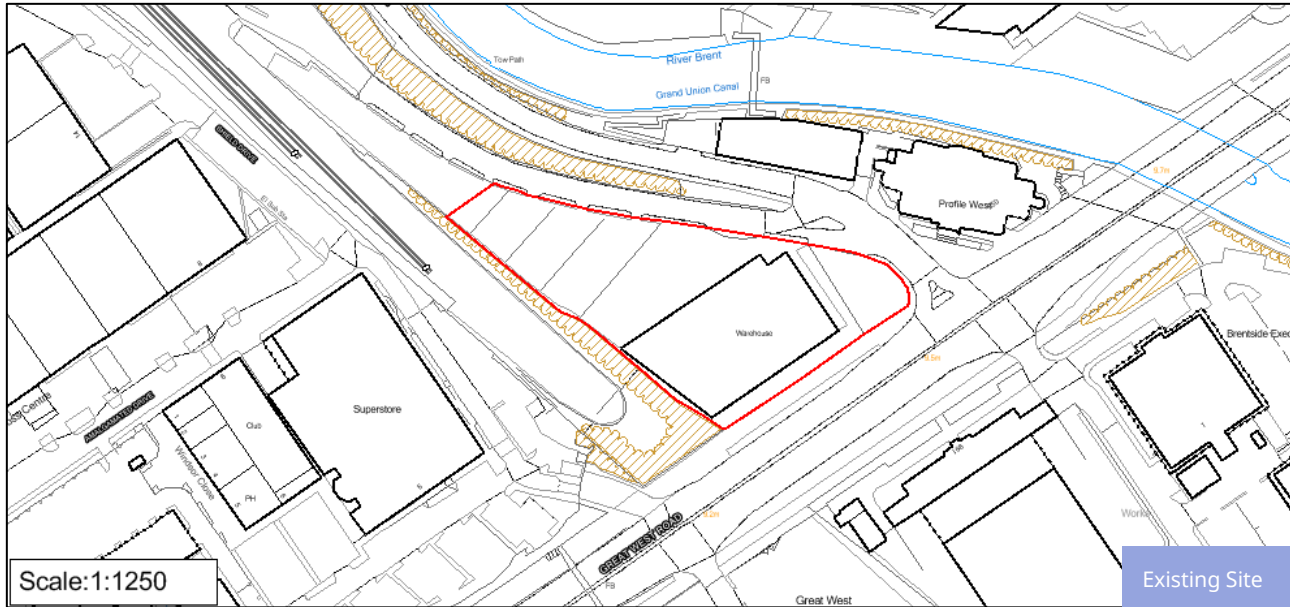
# 5 – WEST CROSS CAMPUS



Address	West Cross Industrial Estate, West Cross Industrial Estate, Osterley and Spring Grove Ward, TW8 9EX		
Place	Great West Corridor West	Site Size	9.3 Ha
PTAL 2018	1a/2	Existing Use	Industrial (B2), Light Industrial (B1b,c), Warehousing (B8) and Retail Warehousing (B8 with ancillary A1).
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Strategic Industrial Location (SIL): Proposals within SIL should, where feasible, intensify uses suitable for broad industrial-type activities and make consideration of impact of development on existing occupiers in accordance with the agent of change principle. Colocation of residential development with industrial development is supported in the allocation outside the boundary of the SIL.</p> <p>The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	1800	Retail(A1-A4) (Sqm)	1810
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	55070
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2035		

Development Details	
Key Proposal	<b>The West Cross Campus will become a high-quality mixed-use quarter of industrial and other employment uses, in a range of unit sizes, co-located with housing and shared amenities creating a sense of an 'industrial life'. It is a major opportunity for transformation and intensification to take forward the Mayor of London's Policy for industrial intensification and Co-location with residential uses.</b>
Land Uses	Industrial (B1c/B2/B8), Residential (C3) and Retail (A1-A4).
Movement and Access	<p>The Golden Mile station should form the focal point for movement and access within the West Cross Campus when it is delivered. A new main walking and cycling route should be established directly across the site from the Golden Mile station to the Sky campus boundary and Harlequin Avenue. Principal vehicular access and servicing for the site should be from the Great West Road with potential for secondary access from Harlequin Avenue with the number of vehicular accesses minimised and appropriate to the proposed level of traffic. Vehicular access for commercial vehicles must be separated from routes serving residential areas. Parking arrangements should be carefully considered to avoid large areas of servicing and parking fronting Harlequin Avenue. All servicing is to be undertaken within the site.</p> <p>The Development proposals should consider potential new routes across the area, including a new clean air route parallel to the Great West Road in line with the GWC Masterplan and actively promote their integration with existing routes on site and neighbouring sites, including the Gillette Building and Sky Campus.</p> <p>Open spaces and public realm should shape the character of the main route and make it attractive for all users, with the healthy streets approach applied as a principle. Redevelopment bordering Harlequin Avenue is to provide an improved high quality pedestrian route on the public highway .</p> <p>Any proposal will be required to demonstrate that it will be adequately served by public transport and that it will contribute towards the delivery of the Golden Mile Station and other public transport improvements until the Station is secured.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building: Former Gillette Factory, Grade II; Central Gates, Gate Piers and Railings to the Former Firestone Factory, Grade II</li> <li>• Registered Park and Garden: Syon Park, Grade I</li> <li>• Conservation Area: Osterley Park; Grand Union Canal and Boston Manor</li> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing industrial uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and form an effective buffer between this and other non employment uses on the site. The development should seek to deliver a public plaza outside of the station and a green public open space within the development, in accordance with Place Policy P1 &amp; GWC Masterplan. Proposals with housing co-located with or adjacent to employment uses should be provided in line with the agent of change principle.</p> <p>Development should have regard to the Air and Noise Background Paper.</p>

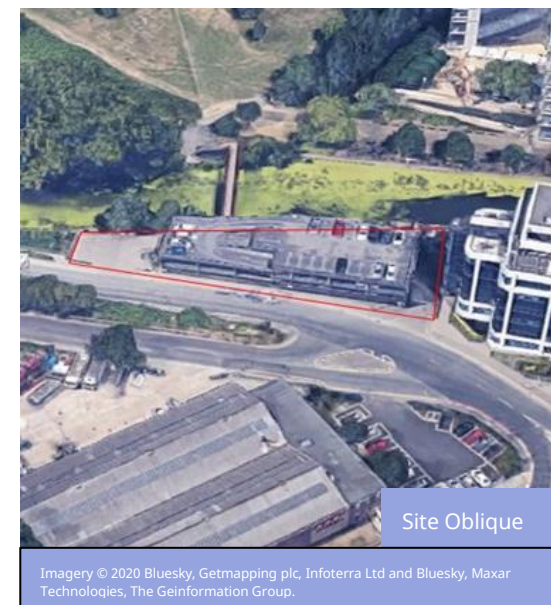
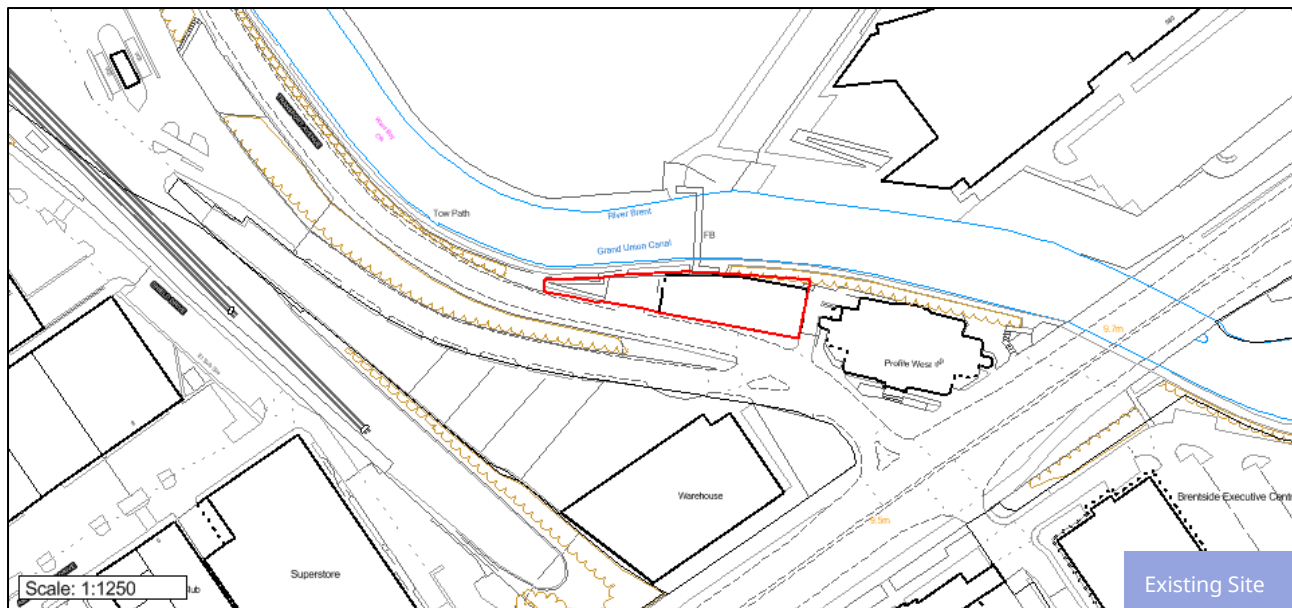
# 6 – BSS BRENTFORD



Address	BSS Brentford, Transport Avenue, Osterley and Spring Grove Ward, TW8 9HF		
Place	Great West Corridor West	Site Size	0.1 Ha
PTAL 2018	2/1b	Existing Use	Industrial Uses (B1) with ancillary car parking.
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Site is adjacent to SIL and access route; consideration of impact of development on existing occupiers in accordance with the agent of change principle and regard had to the impact of traffic movements servicing these.</p> <p>The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Site is adjacent to Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M006 London's Canals); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy).</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	120	Retail(A1-A4) (Sqm)	230
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	6050
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>The BSS Brentford Site will be redeveloped and intensified to support a broader range of uses.</b>
Land Uses	Industrial (B1c, B2, B8), Residential (C3) and Retail (A1-A4).
Movement and Access	<p>Development of the site must take into account the potential future delivery of the Golden Mile station adjacent to the west of the site, including provision of a clean air walking and cycling route across the site between the Golden Mile station site and the footbridge bridge over the River Brent to the Northeast of the Site as well as adjacent sites to the east.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Conservation Area: Osterley Park</li> <li>• Conservation Area: Grand Union Canal and Boston Manor</li> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing industrial uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and Transport Avenue (with account taken of conflict on the function of the adjacent strategic industrial location), and form a buffer between this and non-employment uses on the site, which should be sheltered away from industrial frontages, access and servicing. Development of the site should take account of proposals for the Golden Mile station in West Cross Campus.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

## 7 – PROFILE WEST BRENTFORD CAR PARK



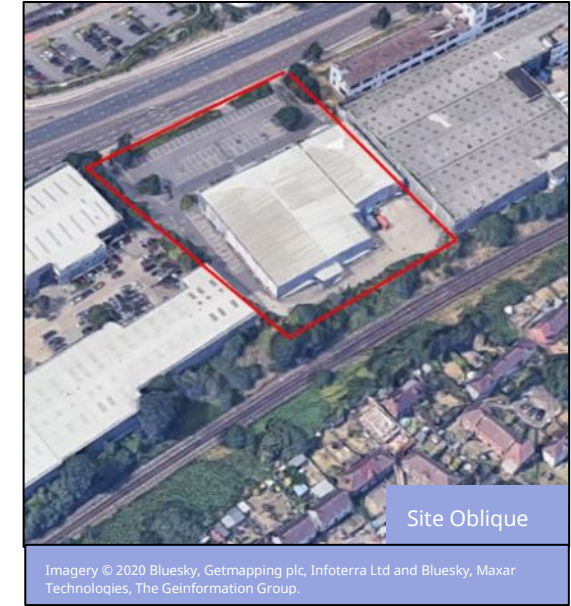
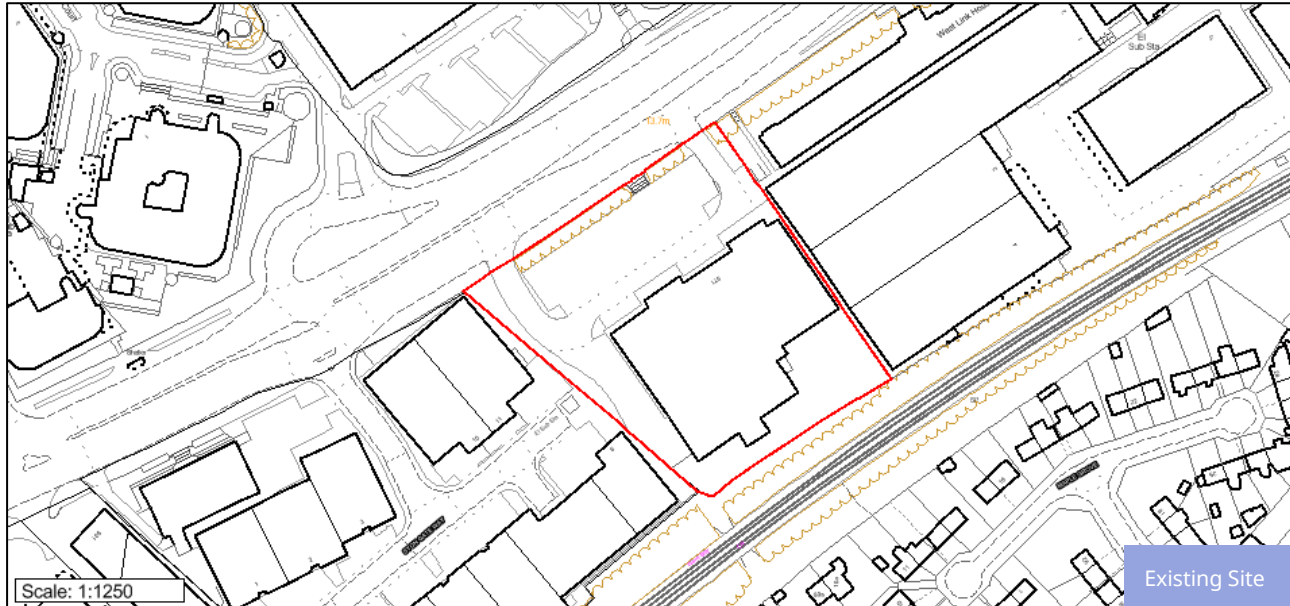
Address	R/O Profile West, 950 Great West Road, Osterley and Spring Grove Ward, TW8 9ES		
Place	Great West Corridor West	Site Size	0.6 Ha
PTAL 2018	2	Existing Use	Car Park
Ownership	Private	Site Source	GWC Masterplan 2019

Planning Designations	Site is adjacent to SIL and access route; consideration of impact of development on existing occupiers in accordance with the agent of change principle and regard had to the impact of traffic movements servicing these.		
	Site is adjacent to Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M006: London's Canals); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy).		
	Flood Zone: Part of site within Flood Zone 3a; Development must provide a flood risk assessment and apply the sequential approach as set out in policy EQ3 of the Local Plan or any superseding policy. Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	30	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	1210
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

<b>Development Details</b>	
Key Proposal	The Profile West Car Park will form a key link between Boston Manor Park and the Golden Mile Station and an attractive entrance to Transport Avenue
Land Uses	Industrial (B1c/B2/B8) and Residential (C3)
Movement and Access	<p>Access to the site should be from Transport Avenue, and the site should facilitate the provision of a direct clean air walking and cycling route across the site from the adjacent BSS Brentford Site and Golden Mile station to the bridge into Boston Manor Park and linking to adjacent sites to the east.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Conservation Area: Grand Union Canal and Boston Manor</li> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Introduction of industrial uses onto the site with supporting residential development. Intensification and diversification of existing industrial uses should be appropriately located within the site in order to create a commercial frontage against Transport Avenue (with account taken of conflict on the function of the adjacent strategic industrial location) and form a buffer between this and non-employment uses on the site, which should be sheltered away from industrial frontages, access and servicing. Proposed industrial and residential mixed use buildings and plots should accord with the design approaches identified in the Masterplan for industrial intensification and GLA Industrial Intensification and Co-Location Practice Note (2018). The development should support the creation of a link to the Golden Mile station across Transport Avenue.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 8 – 971 GREAT WEST ROAD



Address	971 Great West Trading Estate, Great West Road, Osterley and Spring Grove Ward, TW8 9DN		
Place	Great West Corridor West	Site Size	0.9 Ha
PTAL 2018	2	Existing Use	Large Format Retail Warehousing (A1) with ancillary car parking.
Ownership	Private	Site Source	Call for Sites 2016

**Planning Designations**

This site is proposed to be added to the boundary of the Great West Road Strategic Industrial Location: Proposals within SIL should, where feasible, intensify uses suitable for broad industrial-type activities and should consider the impact of development on existing occupiers in accordance with the agent of change principle.

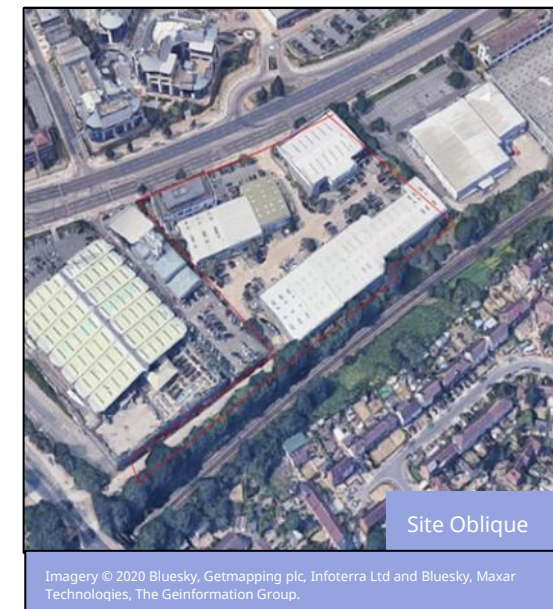
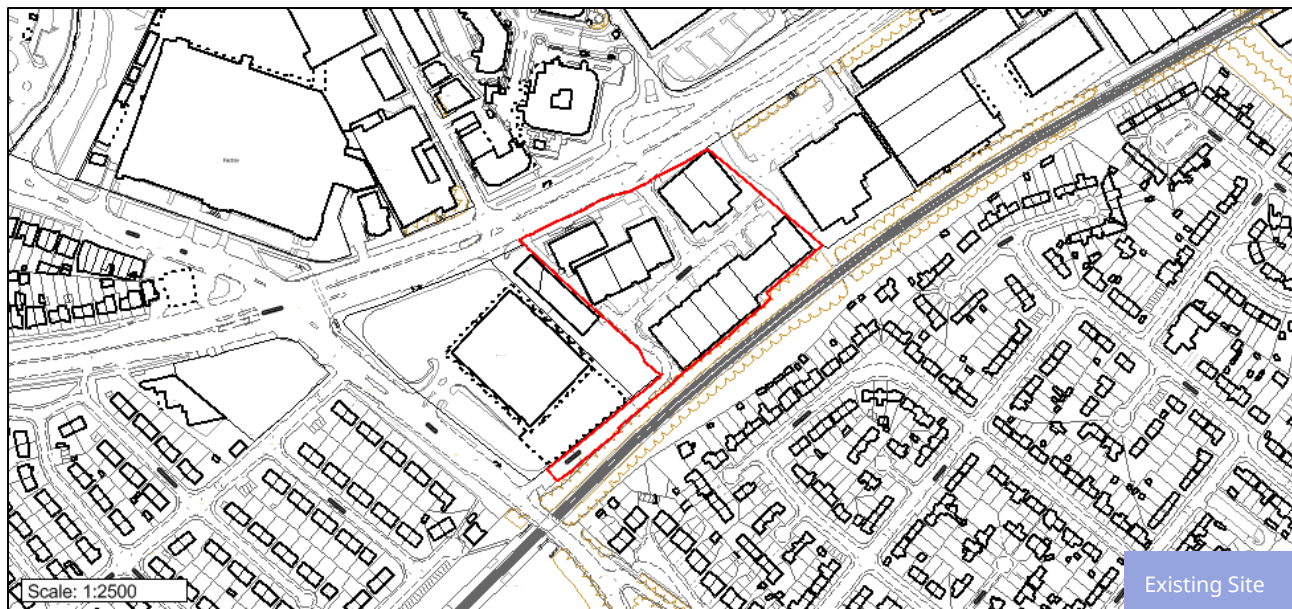
The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.

Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	8920
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	The Carpet Right Site will be redeveloped to significantly increase industrial floorspace.
Land Uses	Industrial uses (B1c/B2/B8)
Movement and Access	<p>Redevelopment of the site should create a direct walking and cycling route running east-west across the site and actively promote its integration with proposed routes on neighbouring sites in a form which allows movement across the site to be protected from noise and air pollution from the Great West Road.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Statutory listed building: Westlink House, Grade II</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Impact to the setting of the heritage assets</li> <li>Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing industrial uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and form an effective buffer between this and other non-employment uses on the site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

## 9 – SYON LANE INDUSTRIAL ESTATE



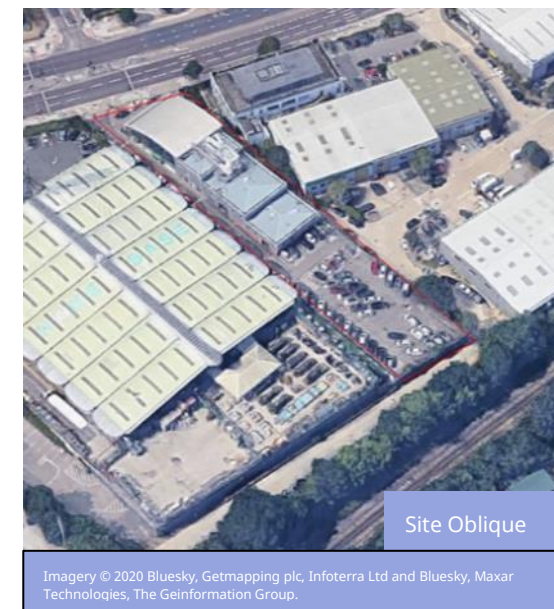
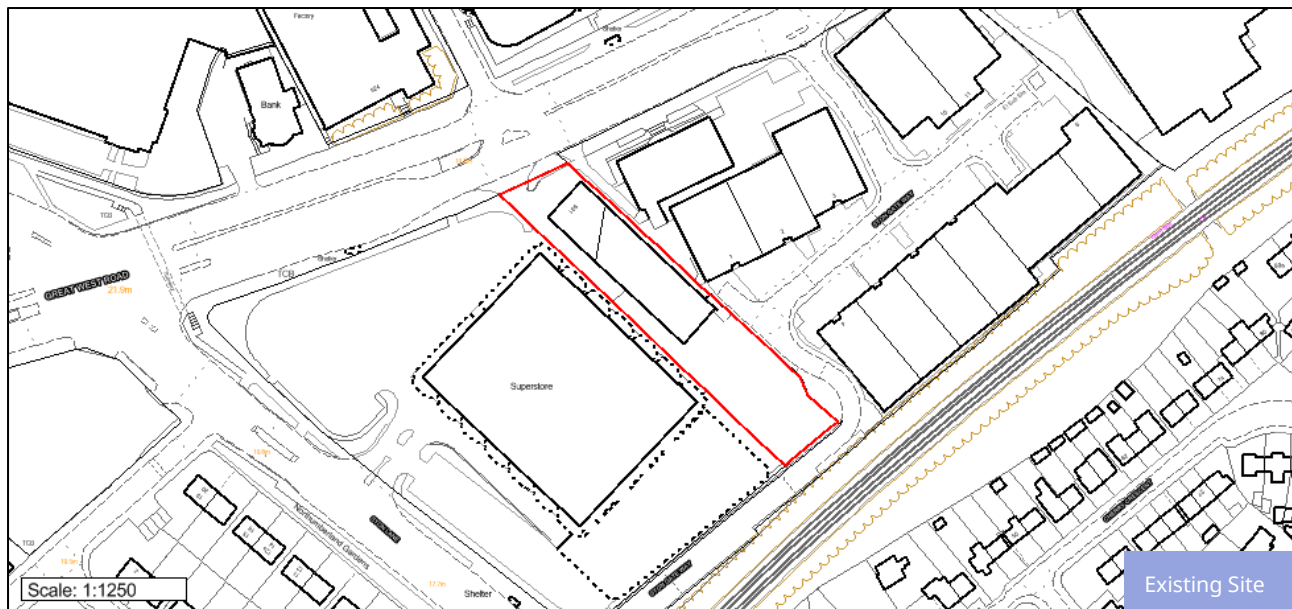
Address	The Gate Centre / Syon Clinic, Brentford, Osterley and Spring Grove Ward, TW8 9DD		
Place	Great West Corridor West	Site Size	1.6 Ha
PTAL 2018	2	Existing Use	Business (B1), General Industrial (B2) and Warehousing (B8)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>This site is proposed to be added to the boundary of the Great West Road Strategic Industrial Location: Proposals within SIL should, where feasible, intensify uses suitable for broad industrial-type activities and should consider the impact of development on existing occupiers in accordance with the agent of change principle.</p> <p>The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

### Minimum Development Quantum

Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	9200
Health/Community (D1) (Sqm)		Health/Community (D1) (Sqm)	
Assembly/Leisure (D2) (Sqm)		Parking (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	The Syon Lane Industrial Estate will be redeveloped to increase industrial uses on the site while protecting the Grade II listed Syon Clinic building.
Land Uses	Industrial uses (B1c/B2/B8)
Movement and Access	<p>Redevelopment of the site should create a direct clean air walking and cycling route running east-west across the site and actively promote its integration with proposed routes on neighbouring Homebase and 971 Great West Road. A safe route for pedestrians and cyclists segregated from vehicular traffic must be provided along the access road from Syon Lane.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building : Former Coty Factory, Grade II</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the fabric of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing industrial uses on the site, which should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 10 – 931 GREAT WEST ROAD

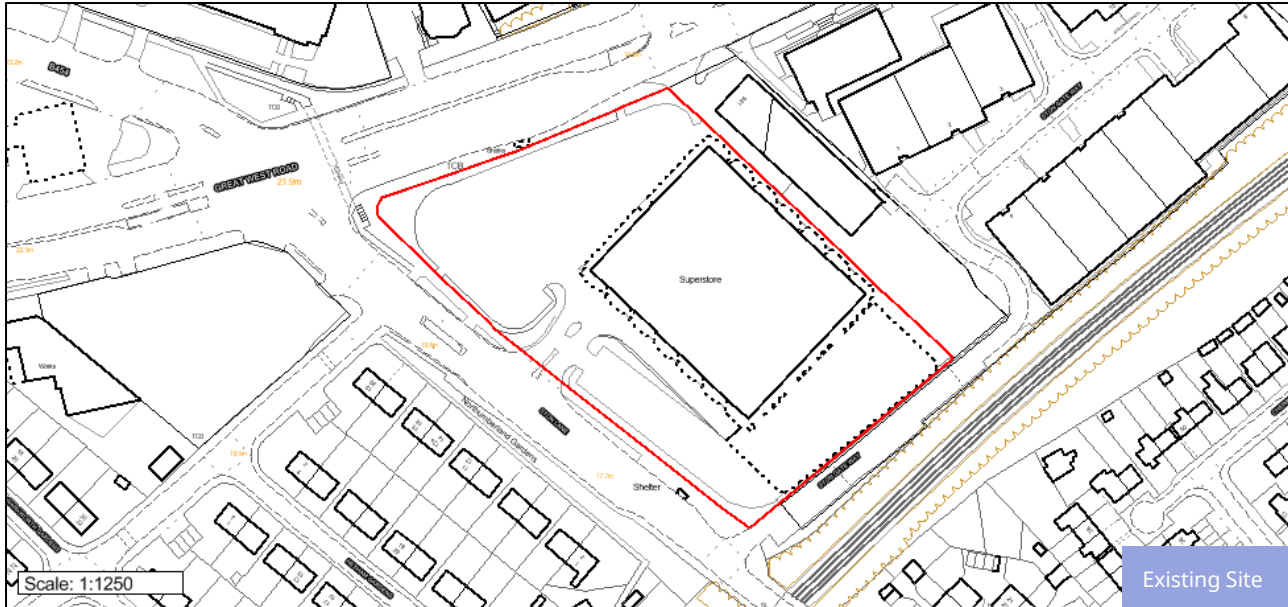


Address	Lookers Skoda, 931 Great West Road, Osterley and Spring Grove Ward, TW8 9DU		
Place	Great West Corridor West	Site Size	0.3 Ha
PTAL 2018	2	Existing Use	Sui-Generis (Car Dealership) and ancillary Business (B1), General Industrial (B2) and Warehousing (B8)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>This site is proposed to be added to the boundary of the Great West Road Strategic Industrial Location: Proposals within SIL should, where feasible, intensify uses suitable for broad industrial-type activities and should consider the impact of development on existing occupiers in accordance with the agent of change principle.</p> <p>The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	4400
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	The Skoda Car Dealership will be redeveloped to intensify industrial uses and facilitate integration with the adjacent Homebase and Syon Land industrial estate.
Land Uses	Industrial uses (B1c/B2/B8)
Movement and Access	<p>Redevelopment of the site should create a direct clean air walking and cycling route running east-west across the site and actively promote its integration with proposed routes on neighbouring sites Homebase, Syon Clinic and Syon Lane Industrial Estate sites.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Statutory listed building: Former Coty Factory, Grade II</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Impact to the setting of the heritage assets</li> <li>Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing industrial uses on the site, which should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 11 – HOMEBASE SYON LANE

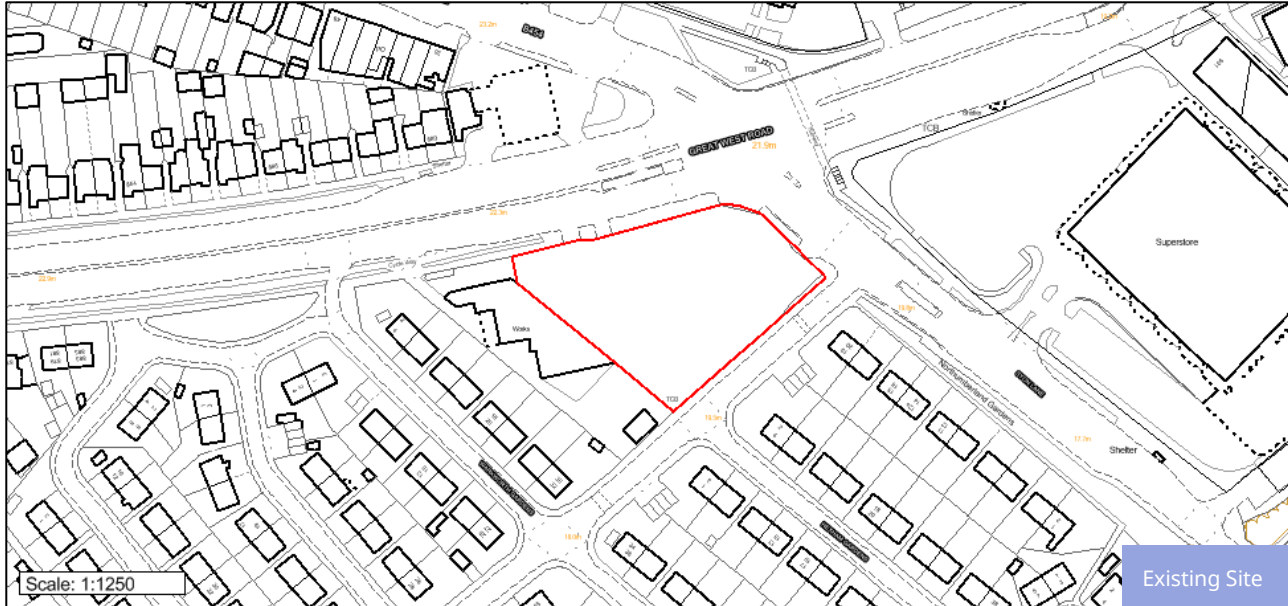


Address	Homebase, Syon Lane, Osterley and Spring Grove Ward, TW7 5QE		
Place	Great West Corridor West	Site Size	1.8 Ha
PTAL 2018	2/3	Existing Use	Large Format Retail Warehousing (A1) with ancillary car parking.
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>The site is in the context of the Grade II listed Gilette Building: development must conserve and take opportunities to enhance the building and its setting in a manner appropriate to its significance.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	370	Retail(A1-A4) (Sqm)	8650
Business/D Uses (B1,D1,D2)(Sqm)	2290	Industrial (B1c/B2/B8)(Sqm)	
		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	Homebase Syon Lane will be redeveloped to provide a mixed use development incorporating large format retail, new housing, employment uses and structured parking with an enhanced public realm.
Land Uses	Business/ Community uses (B1/D Uses)), Residential (C3) and a Large format Retail unit (A1)
Movement and Access	<p>Redevelopment of the site should provide high quality pedestrian and cycle routes along all site frontages, ensuring that pedestrians and cyclists have priority and that these routes connect into the wider walking and cycling network including CS9 to the south.</p> <p>The design within the redline should acknowledge and allow for a high-quality pedestrian and cycle link is to be provided along Syon Gate Way providing the first part of an east-west clean air route parallel to the Great West Road and ensuring it can form a seamless link with the adjacent sites. The design must have pedestrian and cycle safety as a priority and ensure sufficient widths to make the route attractive to potential users are provided in accordance with relevant guidance. Pedestrians and cyclists should be segregated from vehicular traffic and if this requires land from adjacent sites it should be demonstrated that this could be provided in the future.</p> <p>Vehicular access to the site should be retained from Syon Lane, with appropriate traffic control provided and pedestrian crossing facilities commensurate with current and future levels of pedestrians. High quality cycle parking is to be provided in accordance with current guidance such as the West London Cycle Parking Guide and London Cycle Design Standards. All servicing must take place within the site using appropriately located facilities and must be segregated from pedestrian and cycle routes.</p> <p>Bus stop facilities are to be retained/relocated and enhanced. Car parking is to be minimised with no more retail parking provided than is required for operational purposes and to ensure no adverse impact on the adjoining public highways. Parking provision is to conform to the maximum parking standards in the draft London Plan.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building: Former Gillette Factory, Grade II</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Redevelopment of the site to intensify use and introduce a mix of uses including residential units, a single large format retail unit delivering the minimum quantum of retail floorspace, and structured parking. New active frontages and improved, safer public realm along Syon Lane and the Great West Road, buildings along the Great West Corridor should be set back to form a consistent building line and commercial uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and form an effective buffer to sensitive uses such as residential against the polluted corridor..</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 12 – FORMER SYON GATE SERVICE STATION GILLETTE CORNER



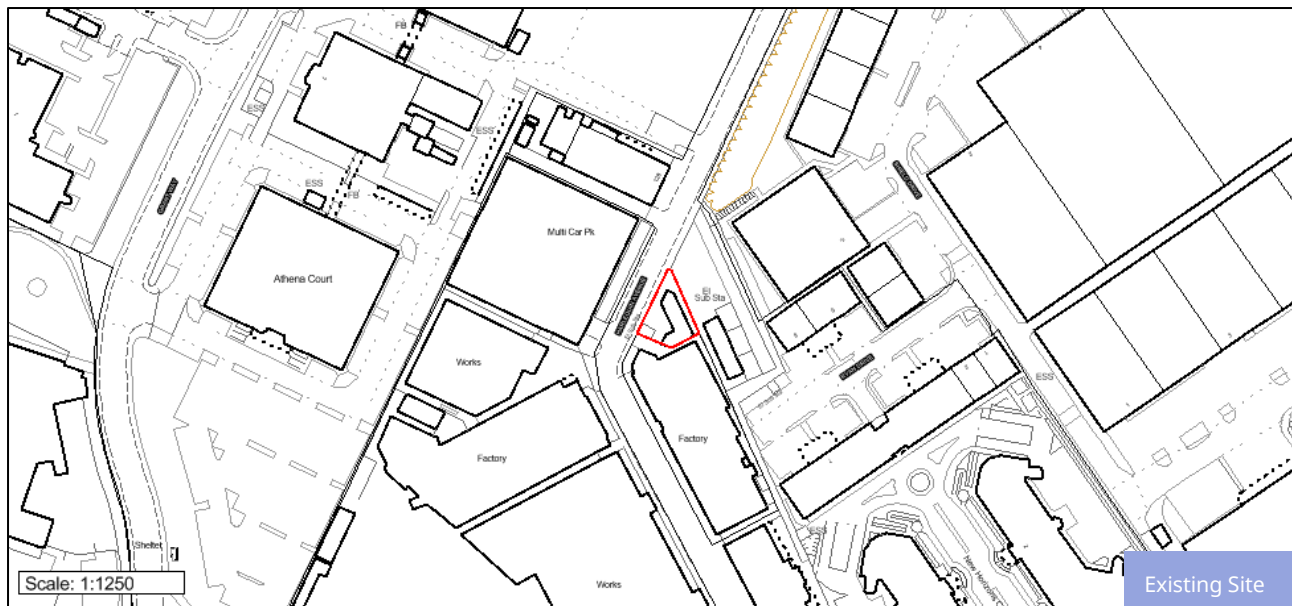
Address	Former Syon Gate Service Station Land South of Gillette Corner, Brentford, Osterley and Spring Grove Ward, TW7 5NP		
Place	Great West Corridor West	Site Size	0.2 Ha
PTAL 2018	2	Existing Use	Vacant Land
Ownership	Private	Site Source	GWC Masterplan 2019

Planning Designations	Site has no specific designation.		
	The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.		
Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.			

Minimum Development Quantum			
Residential Units	20	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	8950
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	The Former Syon Gate site will be redeveloped into an attractive employment location whose high quality design reflects surrounding listed buildings at the western entrance to the corridor.
Land Uses	Industrial uses (B1c/B2/B8) and Residential (C3).
Movement and Access	Vehicular access to the site should be from Northumberland Avenue with existing accesses to the Great West Road and Syon Lane closed. Development should minimise impact on congestion at the junction between Syon Lane and the Great West Road, and should support the provision of improved walking and cycling routes on adjacent roads. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building: Former Gillette Factory, Grade II</li> <li>• Locally listed building: 891 Great West Road</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing industrial uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and Transport Avenue and form a buffer between this and non-employment uses on the site, and which should be sheltered away from industrial frontages, access and servicing. Development should have regard to the impact of proposed heights on the adjacent areas of two storey housing when proposing increase heights.</p> <p>Buildings along the Great West Corridor should be set back to form a consistent building line.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 13 – HARLEQUIN AVENUE SUB STATION



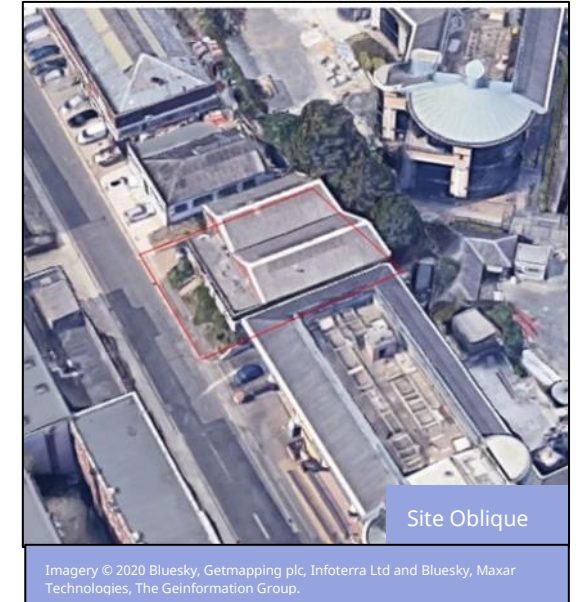
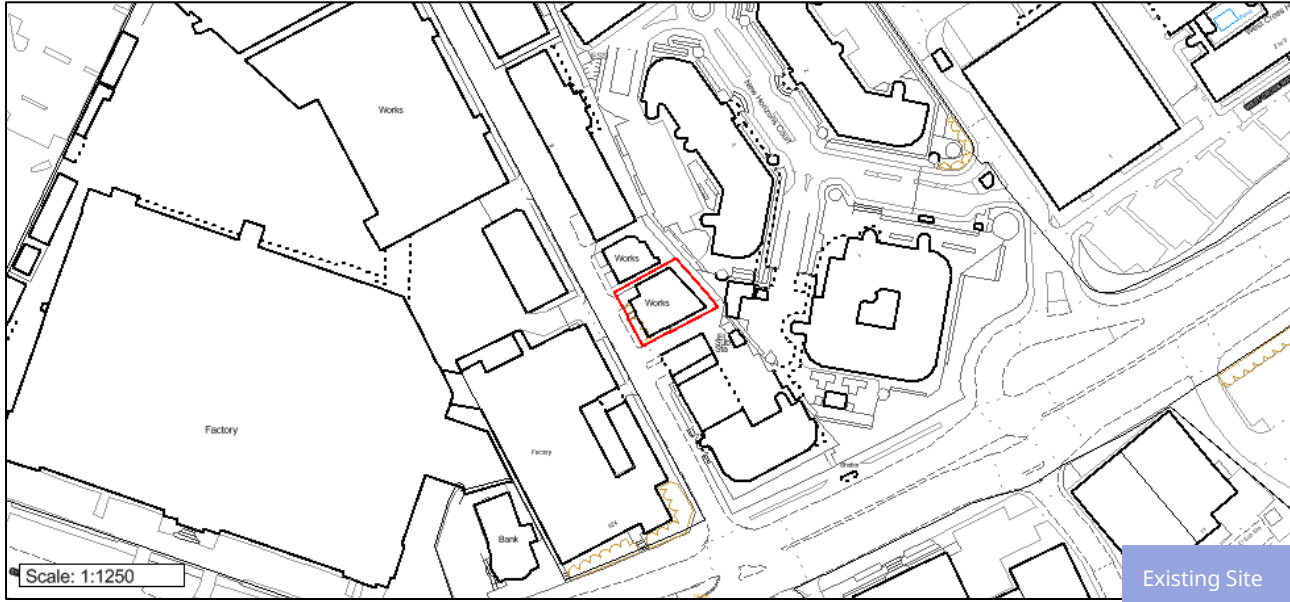
Address	Substation, North of 125 Harlequin Avenue, Brentford, Osterley and Spring Grove Ward, TW8 9EW		
Place	Great West Corridor West	Site Size	0.1 Ha
PTAL 2018	1b	Existing Use	Substation (Sui Generis)
Ownership	Private	Site Source	GWC Masterplan 2019

Planning Designations	Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		
-----------------------	---	--	--

Minimum Development Quantum			
Residential Units	10	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	140
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	Harlequin Avenue sub-station will be redeveloped to provide a number of residential units with modern and flexible business floorspace which integrates with the surrounding business uses.
Land Uses	Industrial (B1c/B2/B8), and Residential (C3).
Movement and Access	<p>The existing access arrangements to the site are to be improved to provide a high quality pedestrian route along Harlequin Avenue and improved access to the site. A new pedestrian and cycle route could be provided through the site to provide a clean air link with adjacent sites including the West Cross Site and the Golden Mile Station and this needs to be considered and safeguarded as part of redevelopment of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory listed building: Former Gillette Factory, Grade II</li> <li>• Conservation Area: Osterley Park</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Redevelopment of site to introduce residential development and business uses. Site should be arranged to ensure an attractive and legible street frontage is created, in order to create a continuous street frontage along Harlequin Avenue. Development of the site for residential uses will only be supported where these can be shown to integrate with adjacent redevelopment of the West Cross site and are phased following its delivery. Heights of new development must be in conformity with Great West Corridor West Place Policy and Great West Corridor Masterplan; this site is identified as capable of limited extension upwards where this does not impact on the amenity of adjacent sites.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

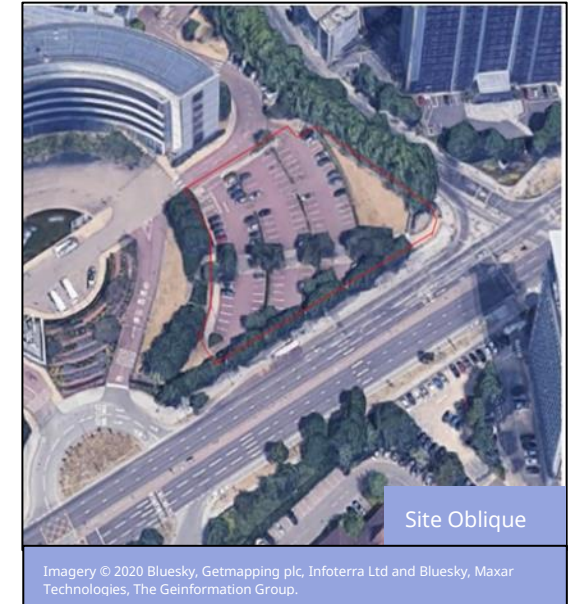
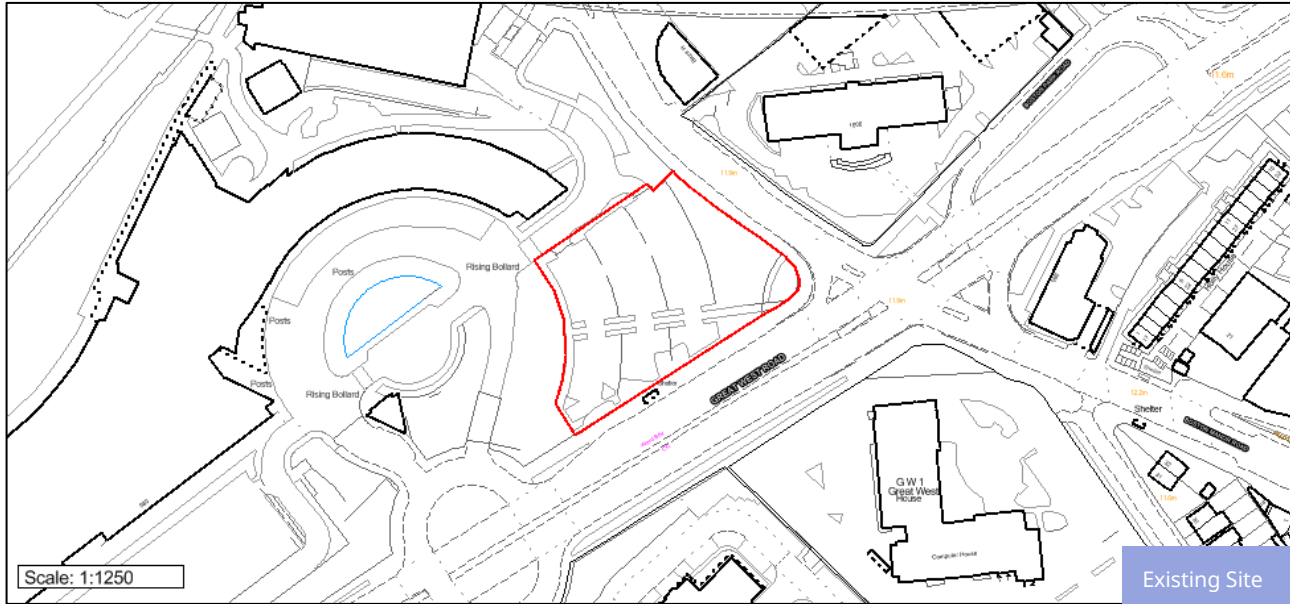
# 14 – 2 HARLEQUIN AVENUE



Address	2 Harlequin Avenue, London, Osterley and Spring Grove Ward, TW8 9EW		
Place	Great West Corridor West	Site Size	0.1 Ha
PTAL 2018	2	Existing Use	Light Industrial & Office (B1c/B1a)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Strategic Industrial Location (SIL): Proposals within SIL should, where feasible, intensify uses suitable for broad industrial-type activities and make consideration of impact of development on existing occupiers in accordance with the agent of change principle.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c,B2.B8)(Sqm)	1900
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	2 Harlequin Avenue will be redeveloped to provide modern and flexible business floorspace which integrates with the surrounding business uses.
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>The existing access arrangements to the site are to be improved to provide a high quality pedestrian route along Harlequin Avenue and improved access to the site. A new pedestrian and cycle route could be provided through the site to provide a clean air link with adjacent sites including the West Cross Site and the Golden Mile Station and this needs to be considered and safeguarded as part of redevelopment of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Statutory listed building: Former Gillette Factory, Grade II</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Impact to the setting of the heritage assets</li> <li>Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification of existing uses on the site should be arranged to ensure an attractive and legible street frontage is created, in order to create a continuous street frontage along Harlequin Avenue.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 15 – LAND AT GLAXOSMITHKLINE

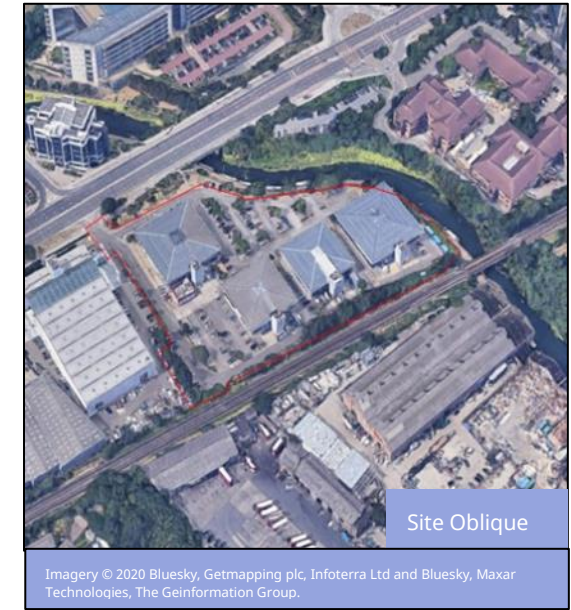
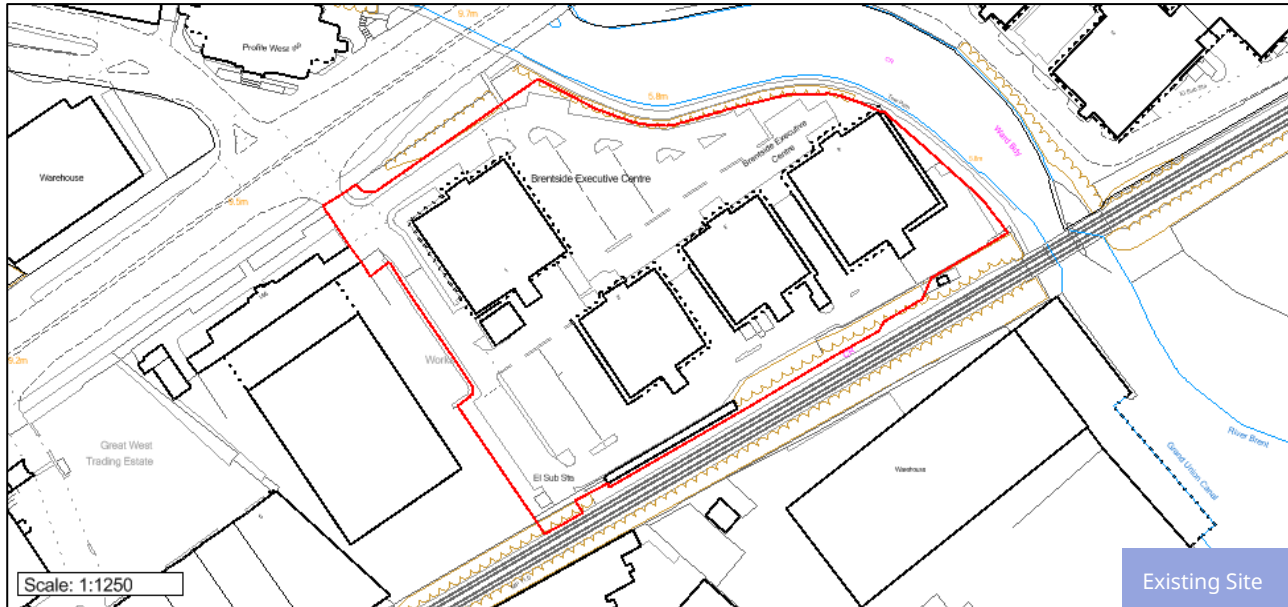


Address	Car Park, Glaxo Smithkline, 980 Great West Road, Brentford Ward, TW8 9GS		
Place	Great West Corridor Central	Site Size	5.2 Ha
PTAL 2018	2/3	Existing Use	Car Park (Sui-Generis)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>The Site is adjacent to the Great West Road (A4)a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	12190	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	The GSK Building will be extended to provide high quality, modern, office space.
Land Uses	Business (B1a/b)
Movement and Access	Development should enhance the existing public realm within and around the site, including walking and cycling routes and provide direct access to Boston Manor Road and The Great West Road. Vehicular access to the site should be retained at the existing entrance from the Great West Road. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building: Boston Manor House, Grade I</li> <li>• Statutory Listed Building: Syon House Conservatory, Grade I</li> <li>• Conservation Area: Grand Union Canal and Boston Manor</li> <li>• Registered Park and Garden: Syon Park, Grade I</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	Redevelopment of the site to provide high density business uses. Development should integrate with the existing GSK Building in terms of material and design. Development should have regard to the Noise and Air Quality Background Paper.

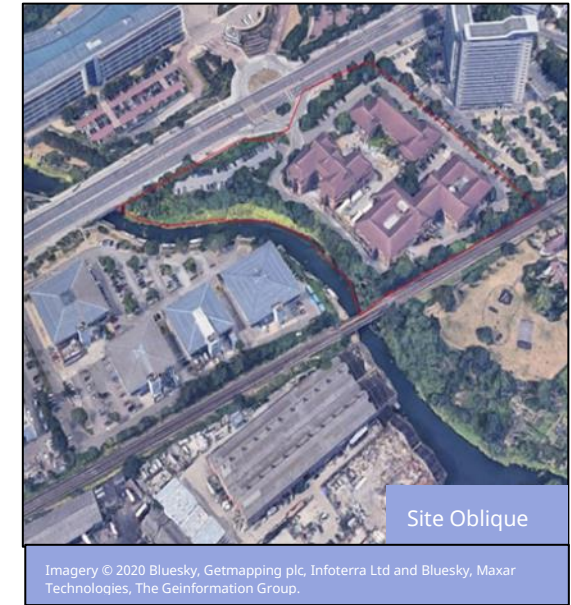
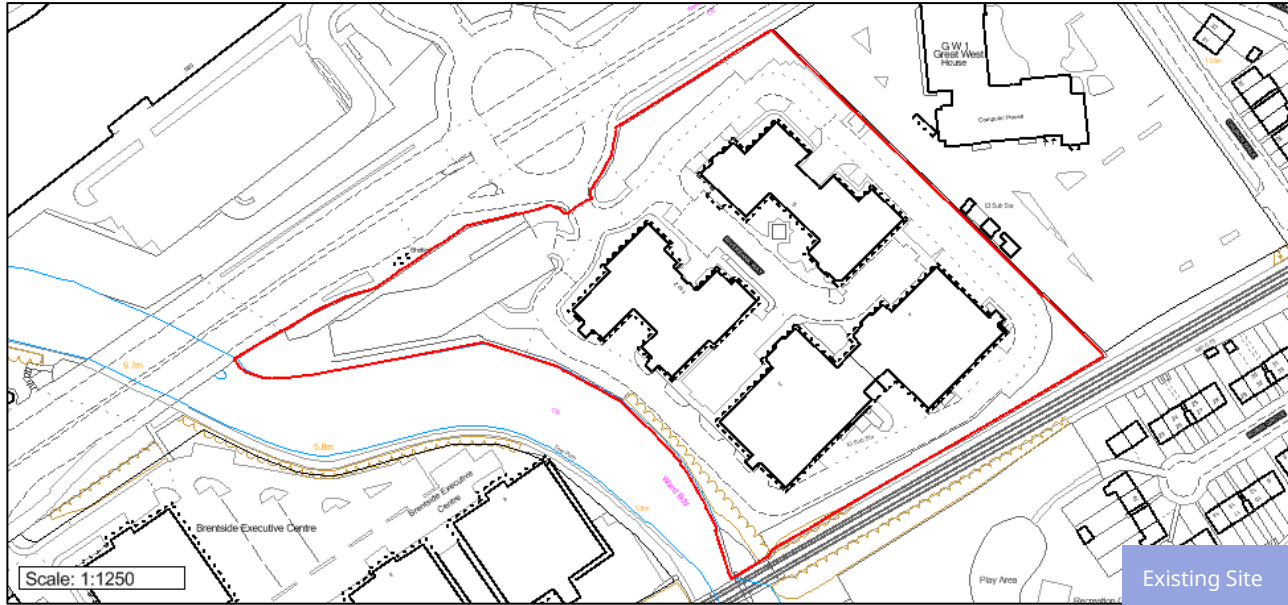
# 16 – BRENTSIDE PARK



Address	Brentside Park, Great West Road, Osterley and Spring Grove Ward, TW9 9DS		
Place	Great West Corridor Central	Site Size	1.8 Ha
PTAL 2018	2	Existing Use	Business (B1) and Hospital (D1) (Separate Units)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Site is adjacent to Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M006: London's Canals); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy). Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	390	Retail(A1-A4) (Sqm)	530
Business (B1a/b)(Sqm)	11120	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Brentside Park will be an attractive mixed use development focused around an enhanced Brent river frontage.</b>
Land Uses	Business (B1a/b), Residential (C3) and Retail (A1-A4)
Movement and Access	<p>Redevelopment of the site should create a direct walking and cycling route running east-west across the site and actively promote its integration with proposed routes on neighbouring sites in a form which allows movement across the site to be protected from noise and air pollution from the Great West Road. Development should also protect and enhance access to, and the quality of the existing canal towpath route to the north and south.</p> <p>Vehicular access to the site should utilise the existing junction with the Great West Road.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building: 991 Great West Road, Grade II</li> <li>• Conservation Area: Grand Union Canal and Boston Manor</li> <li>• Registered Park and Garden: Syon Park, Grade I</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing uses within the site in order to create a consistent and visible commercial frontage against the Great West Road and form an effective buffer between this and other non-employment uses on the site.</p> <p>Development should be arranged to facilitate the creation of streets within the development, and with active street frontages providing small business units and retail space at ground floor level and a green public open space within the development, in accordance to the GWC Masterplan.</p> <p>The layout of development should facilitate the delivery of a high quality and legible clean air route east-west through the site and provision of a bridge linking the development with the other side of the River Brent, and should have regard to the scale, massing, design and layout of any proposed redevelopment of the adjacent Great West Plaza site.</p> <p>The development should front onto, and establish a positive relationship with the River Brent through the arrangement of residential and non-residential uses.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 17 - GREAT WEST PLAZA



Address	Great West Plaza, Brentford, Syon Ward, TW7 9RE		
Place	Great West Corridor Central	Site Size	2.1 Ha
PTAL 2018	2/3	Existing Use	Office (B1a)
Ownership	Private	Site Source	Call for Sites 2016

**Planning Designations**

Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.

The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.

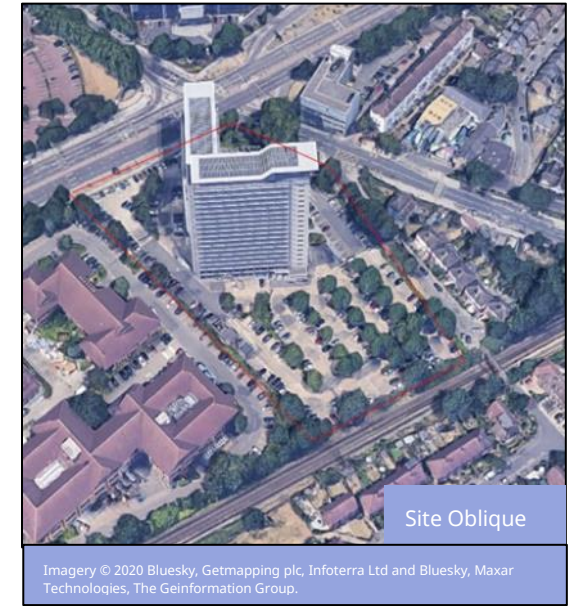
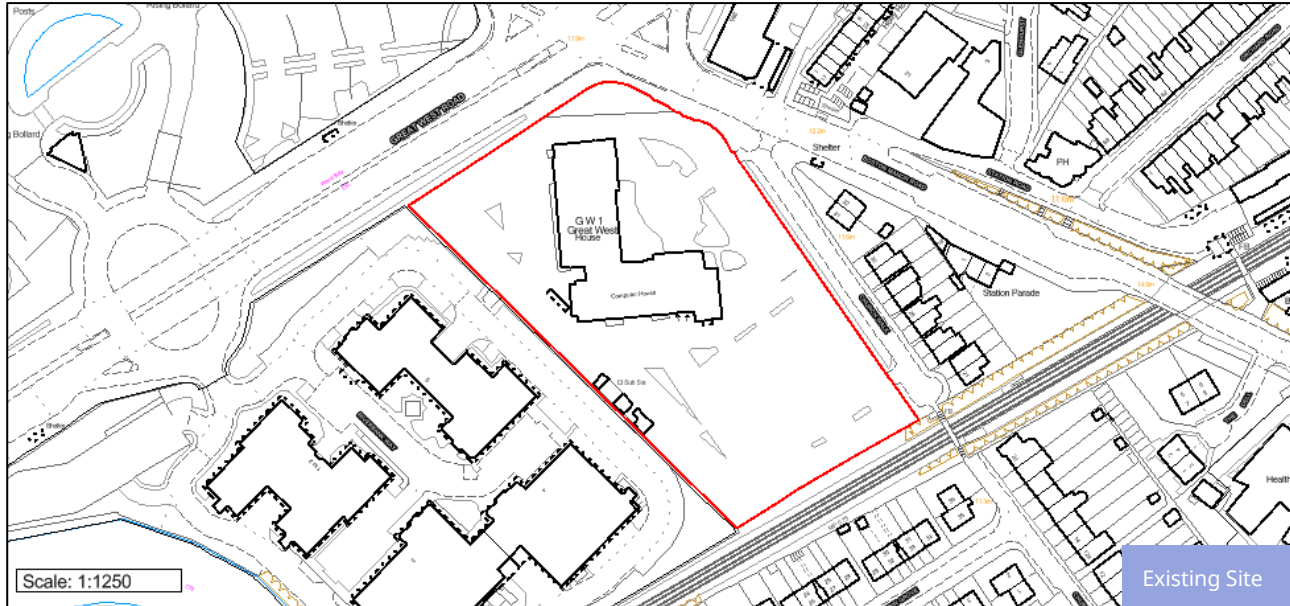
Site is adjacent to Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M006: London's Canals); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy). Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.

Flood Zone: Part of site within Flood Zone 3a; Development must provide a flood risk assessment and apply the sequential approach as set out in policy EQ3 of the Local Plan or any superseding policy.

Minimum Development Quantum			
Residential Units	380	Retail(A1-A4) (Sqm)	360
Business (B1a/b)(Sqm)	16310	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Great West Plaza will be an attractive mixed use development focused around an enhanced River Brent frontage and having a close relationship with Brentside Park via a new pedestrian bridge.</b>
Land Uses	Business (B1a/b), Residential (C3) and Retail (A1-A4)
Movement and Access	<p>Redevelopment of the site should create a direct walking and cycling route running east-west across the site and actively promote its integration with proposed routes on neighbouring sites in a form which allows movement across the site to be protected from noise and air pollution from the Great West Road. Development should also protect and enhance access to, and the quality of, the existing canal towpath route to the north and south. In addition, development proposals should facilitate a walking and cycling link to Brentford Station and integrate with proposals for the adjacent Great West House site.</p> <p>Vehicular access to the site should utilise the existing junction with the Great West Road.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Conservation Area: Grand Union Canal and Boston Manor</li> <li>• Registered Park and Garden: Syon Park, Grade I</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing employment uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and form an effective buffer between this and other non-employment uses on the site.</p> <p>Development should be arranged to facilitate the creation of streets within the development, and support active street frontages by providing small office units at ground floor level in addition to retail.</p> <p>The layout of development should facilitate the delivery of a high quality and legible clean air route through the site and provision of a bridge linking the developments, and should have regard to the scale, massing, design and layout of any proposed redevelopment of the adjacent Brentside Park site. Buildings along the Great West Corridor should be set back to form a consistent building line. The development should front onto, and establish a positive relationship with the River Brent through the arrangement of residential and non-residential uses.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 18 - GREAT WEST HOUSE

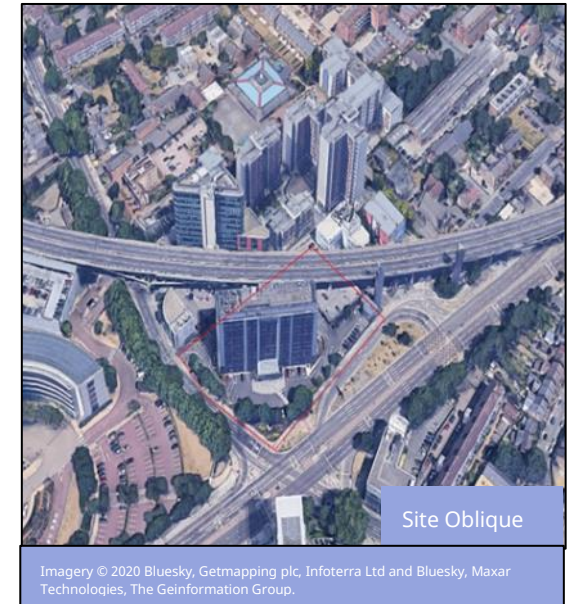
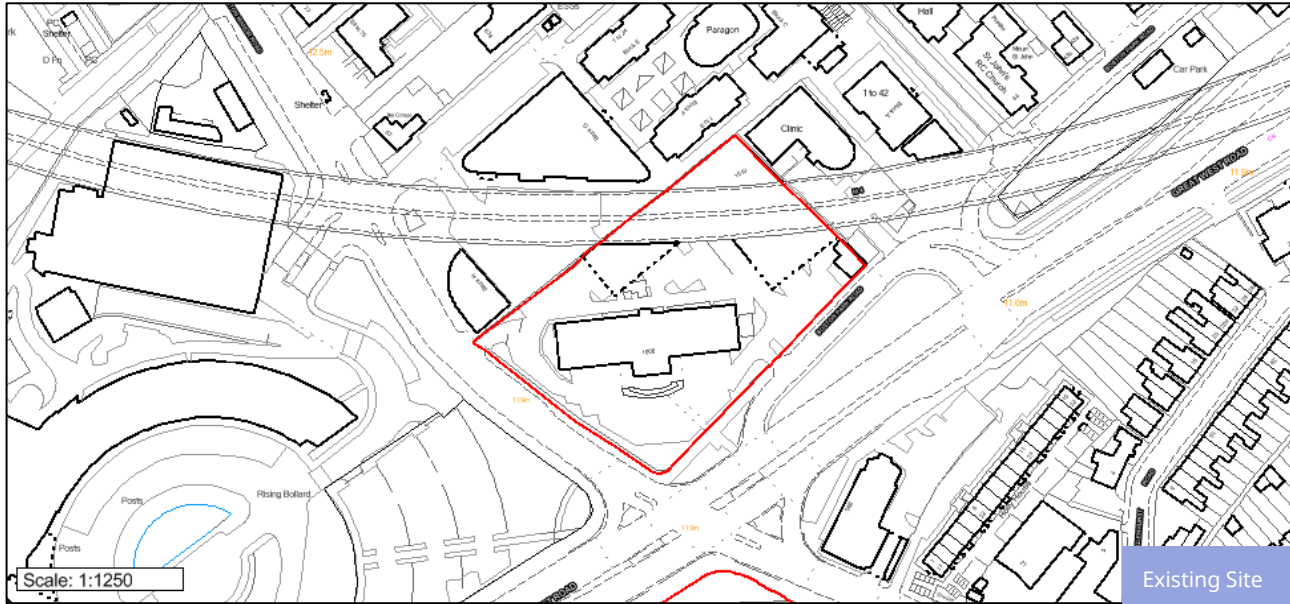


Address	Car Park, Great West House, Great West Road, Syon Ward, TW8 9DF		
Place	Great West Corridor Central	Site Size	1.4 Ha
PTAL 2018	2/3	Existing Use	Office (B1a)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	70	Retail(A1-A4) (Sqm)	780
Business (B1a/b)(Sqm)	7270	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Great West House will be integrated with new development surrounding the existing building to better integrate it into the London Gateway and intensify the use of the site.</b>
Land Uses	Business (B1a/b), Residential (C3) and Retail (A1-A4)
Movement and Access	<p>Redevelopment of the site should facilitate the delivery of a high quality direct walking and cycling clean air route across the site and linking to the Great West Plaza site and Church Walk. This should have regard to, and integrate with proposals for the layout of the Great West Plaza site.</p> <p>Vehicular access to the site should be from Church Walk.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building: Boston Manor House, Grade I</li> <li>• Conservation Area: Grand Union Canal and Boston Manor</li> <li>• Registered Park and Garden: Syon Park, Grade I</li> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification of existing uses on site to create a buffer between the Great West Corridor, Boston Manor Road to create a consistent and visible commercial frontage against the Great West Road and form an effective buffer between this and other non-employment uses on the site. Development should be arranged to facilitate creation of streets within the development, and this (and these uses) should integrate with proposals for the adjacent Brentside Executive suites to enable the creation of a new clean air route to Brentford Station. Non-residential development should facilitate the creation of a street frontage that emphasises the four corners of the junction. Buildings along the Great West Corridor should be set back to form a consistent building line.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 19 - MILLE BUILDING

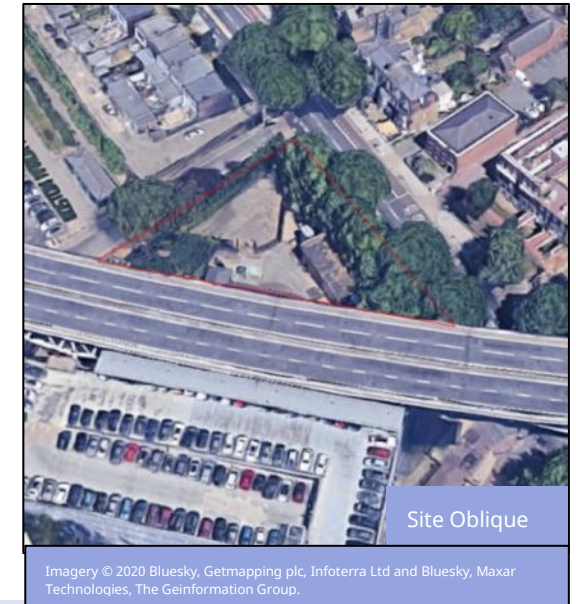
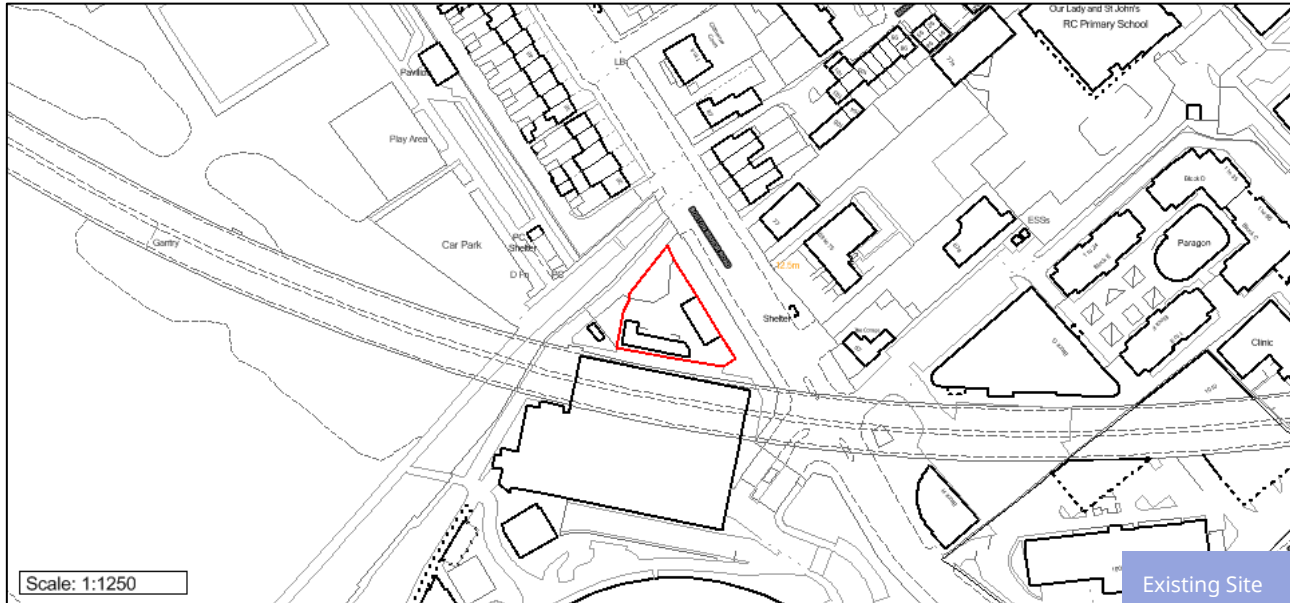


Address	1000, Great West Road, Brentford Ward, TW8 9DW		
Place	Great West Corridor Central	Site Size	0.7 Ha
PTAL 2018	2	Existing Use	Office (B1a)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	3800
Business (B1a/b)(Sqm)	26670	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>The Mille building will be redeveloped into a modern, grade A office floorspace with amenities serving occupiers and local residents at ground floor level as part of the London Gateway.</b>
Land Uses	Business (B1a/b), and Retail (A1-A4)
Movement and Access	<p>Redevelopment of the site should facilitate the delivery of a new high quality clean air walking and cycling link between Boston Park Road and Boston Manor Road, and maximize opportunities to integrate this with the University of West London (UWL) campus adjacent to the site.</p> <p>Vehicular access to the site should be retained utilizing the existing Boston Park Road and Great West Road arrangements.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Conservation Area: Grand Union Canal and Boston Manor; St Paul's Brentford</li> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> <li>• Registered Park and Garden: Syon Park, Grade</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification of existing uses on site to create a high quality, modern office building, designed in such a way as to facilitate single large operators or multiple smaller occupiers. The ground floor of the site should create an active frontage onto pedestrian and cycling routes located so that they are sheltered from the Great West Road in such a way as to contribute to the animation of street but protect visitors from the Great West Road. Buildings along the Great West Corridor should be set back to form a consistent building line.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

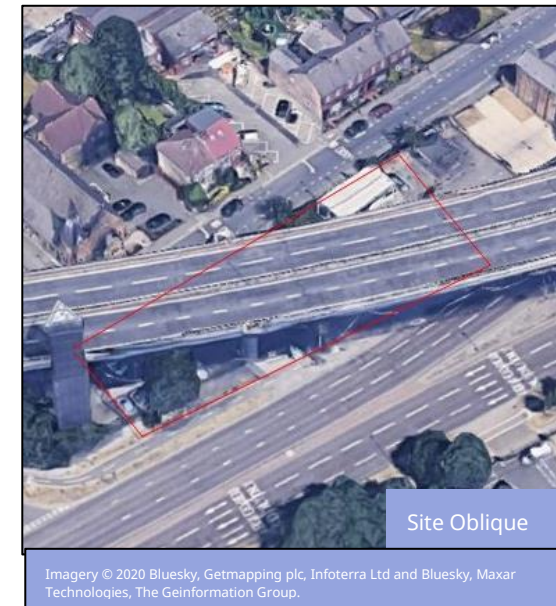
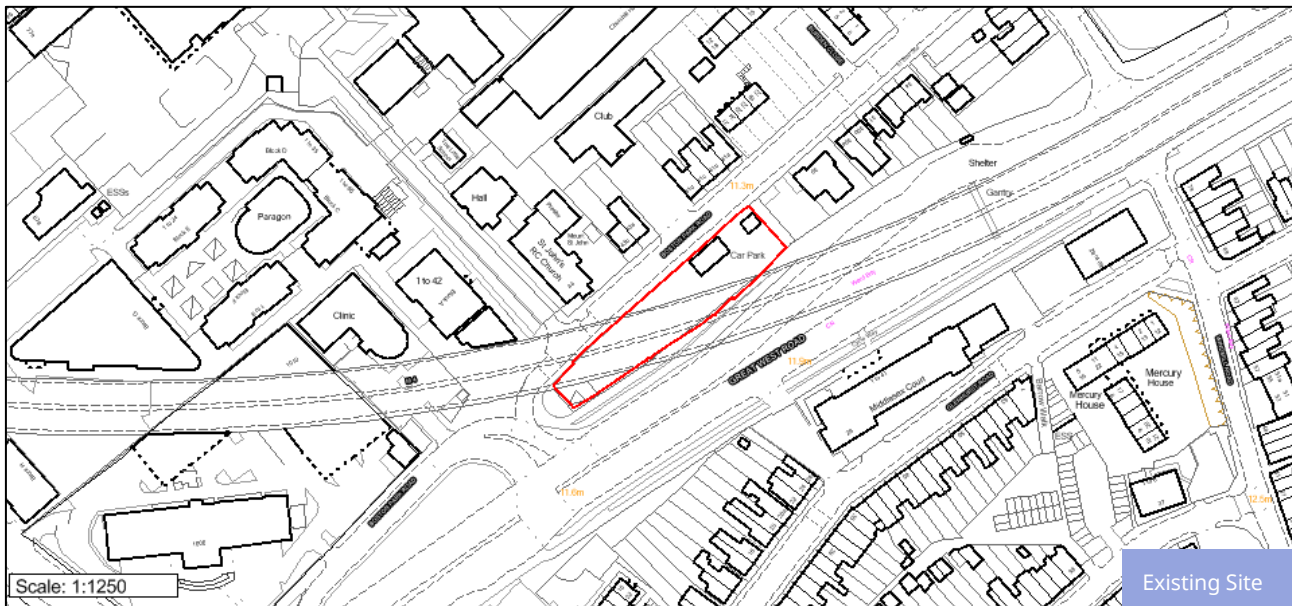
## 20 - BOSTON MANOR ROAD SUB STATION



Address	Substation, Boston Manor Road, London, Brentford Wards, TW8 9JJ		
Place	Great West Corridor Central	Site Size	0.2 Ha
PTAL 2018	2	Existing Use	Substation
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>Designated Historic Parks and Garden: The Site is adjacent to Boston Manor Park which is a registered historic park and garden. Development should results in less than substantial harm to the significance of a designated heritage asset (See Local Plan Policy CC4, Heritage)</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	7950	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Boston Manor Road Substation will be redeveloped to provide a new business location as part of the Great West Corridor Central development.</b>
Land Uses	Business (B1a/b)
Movement and Access	Access to the site should be from Boston Manor Road. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building: Gateway South of Boston Manor House, Grade II</li> <li>• Statutory Listed Building: Prospect House, Grade II</li> <li>• Statutory Listed Building: 69 &amp; 71 Boston Manor Road, Grade II</li> <li>• Statutory Listed Building: 73 &amp; 75 Boston Manor Road, Grade II</li> <li>• Conservation Area: Grand Union Canal and Boston Manor</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>New Business uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Boston Manor Road. Development should provide appropriate mitigation for occupants from the pollution created by the M4 flyover which is adjacent to, and over part of the site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 21 - ENTERPRISE, BOSTON PARK ROAD

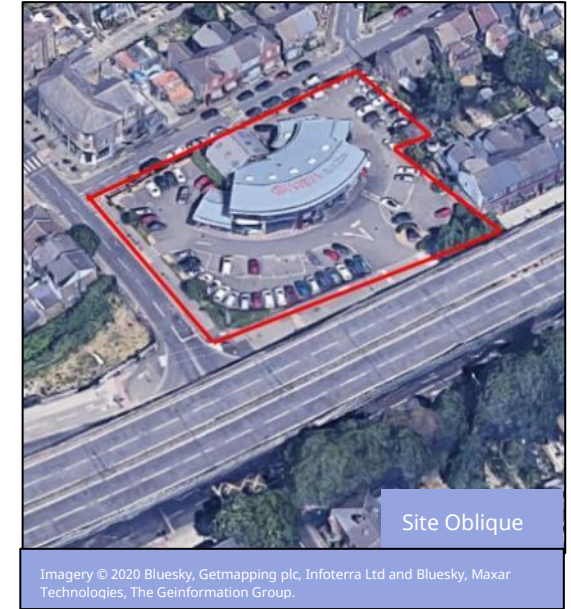
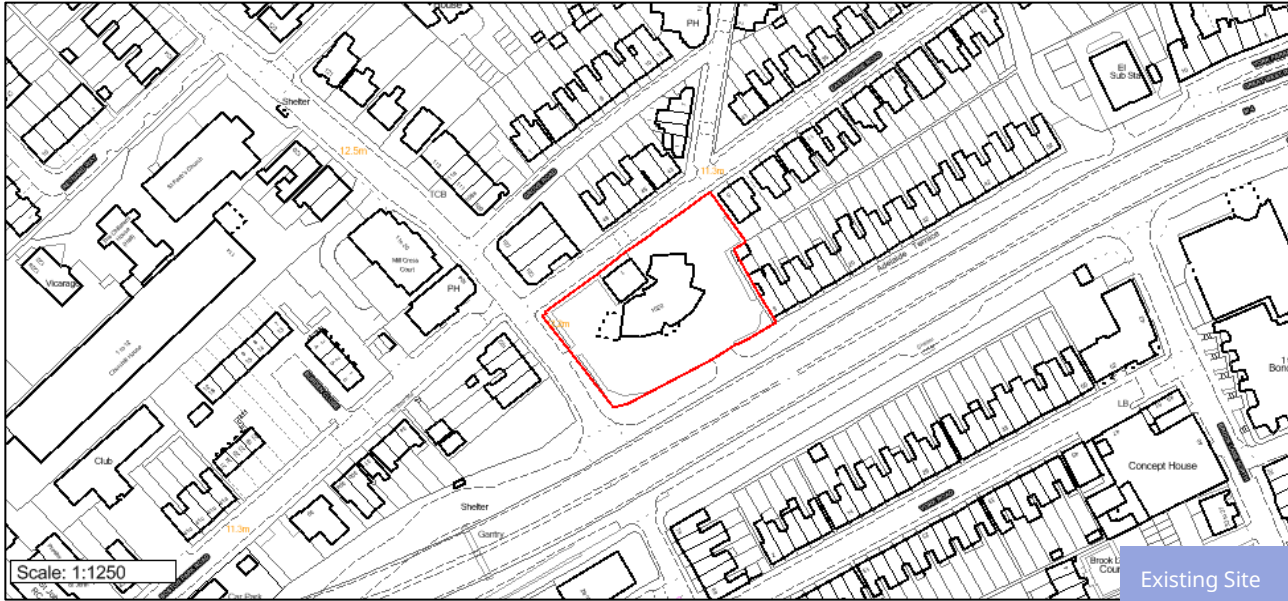


Address	Enterprise Rent a Car, Boston Park Road, Brentford Wards, TW8 9JF		
Place	Great West Corridor Central	Site Size	0.2 Ha
PTAL 2018	3	Existing Use	Car Garage (B2)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy. Area of Special Character: The site sits within an area of special character. Development proposals should have regard to the Council's Heritage Policies in the adopted local plan.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	3340
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Enterprise Rent a Car will be redeveloped to provide a new business location as part of the Great West Corridor Central development.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Primary access to the site should maintain existing access to/from Boston Manor Park Road. Secondary pedestrian and cycle access could be provided to the Great West Road.. An improved pedestrian and cycle route should be provided along Boston Park Road to allow better integration with the Mille Building to the west and to contribute towards a high quality clean air walling and cycling route away from the Great West Road.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building: St John’s Catholic Church, Grade II</li> <li>• Area of Special Character</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>New Business uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road. Development should provide appropriate mitigation for occupants from the pollution created by the M4 flyover which passes over part of the site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

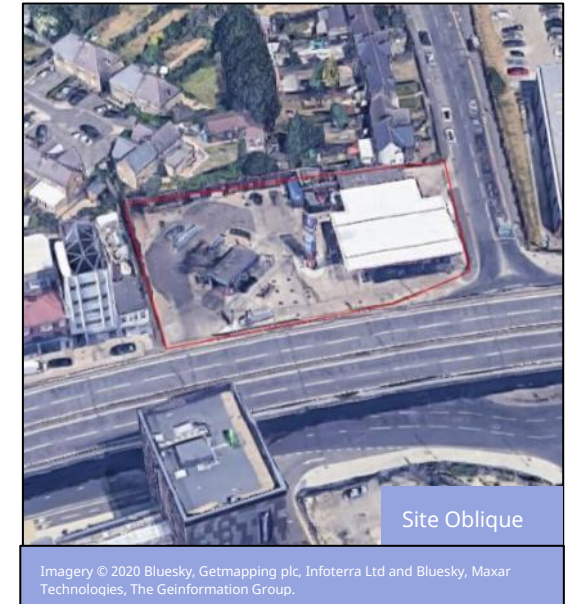
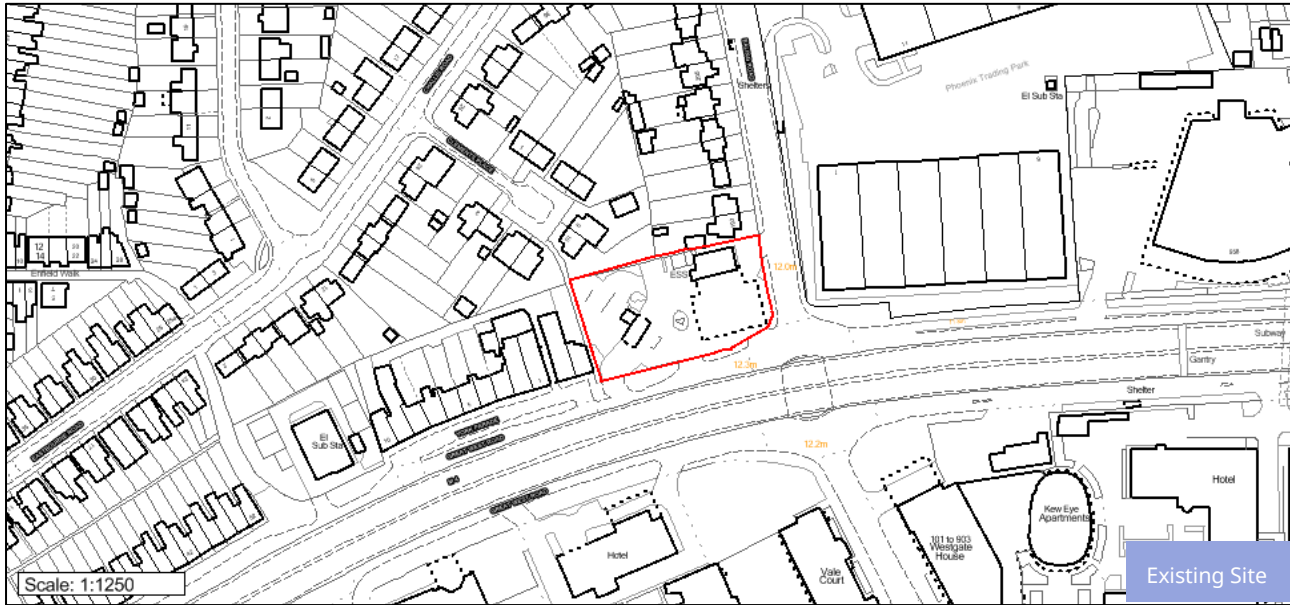
## 22 - 1020 GREAT WEST ROAD



Address	1020 Great West Road, London, Brentford Wards, TW8 9PQ		
Place	Great West Corridor Central	Site Size	0.4 Ha
PTAL 2018	3	Existing Use	Car Garage (B2)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Area of Special Character: The site sits within an area of special character. Development proposals should have regard to the council's Heritage Policies in the adopted local plan.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	3460
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>1020 Great West Road will be redeveloped to intensify industrial uses on the site.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Primary vehicular access to the site should be retained from the Great West Road with limited secondary access/egress from Windmill Road. Pedestrian and cycle access should be from Eastbourne Road, Windmill Road and the Great West Road. Development should facilitate improved walking and cycling routes along Eastbourne Road, Windmill Road and the Great West Road.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Area of Special Character</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>New Business uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road. Development should provide appropriate mitigation for occupants from the pollution created by the M4 flyover which passes adjacent to the site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

## 23 - TEXACO FILLING STATION, GREAT WEST ROAD, BRENTFORD

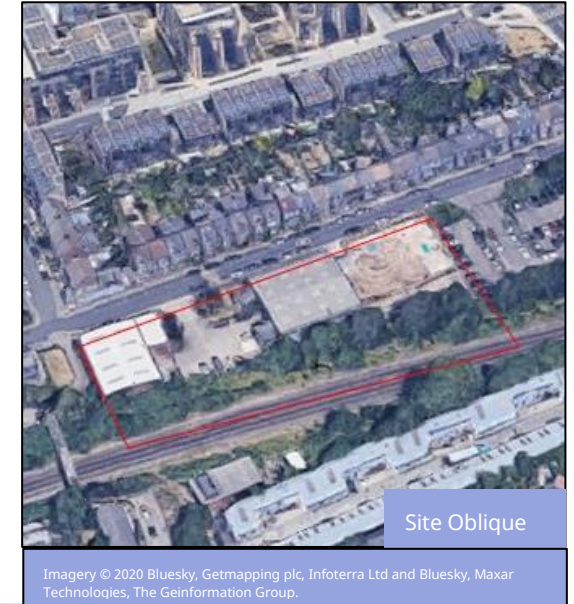


Address	Dome Filling Station, Great West Road, London, Brentford Wards, TW8 9AD		
Place	Great West Corridor Central	Site Size	0.2 Ha
PTAL 2018	3	Existing Use	Service Station (Sui Generis)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>The Site is adjacent to the Great West Road (A4)a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	3880
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Texaco Filling Station will be redeveloped to intensify business uses on the sites.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Vehicular access to the site should be from the Great West Road. Pedestrian access should be provided to Ealing Road and the Great West Road. Development should facilitate improved walking and cycling access to the site and to routes along all site frontages, including widening the footpath to the west of the site and improved crossing facilities to better link the site to Brentford town centre.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> <li>• Conservation Areas: St Paul's Brentford</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>New industrial uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road. Development should provide appropriate mitigation for occupants from the pollution created by the M4 flyover which passes adjacent to the site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

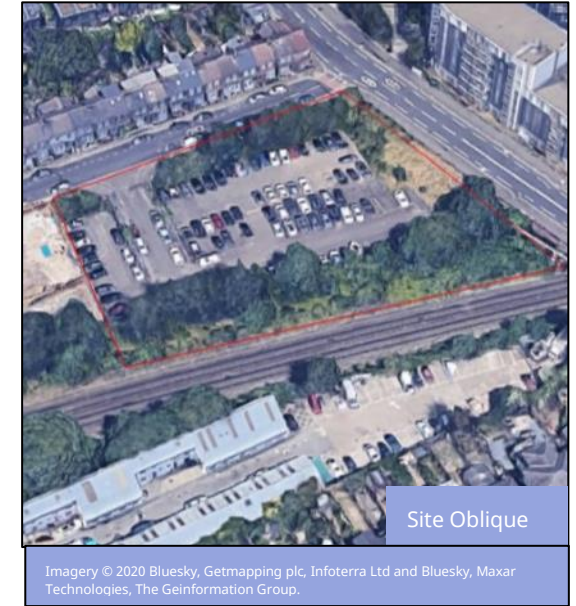
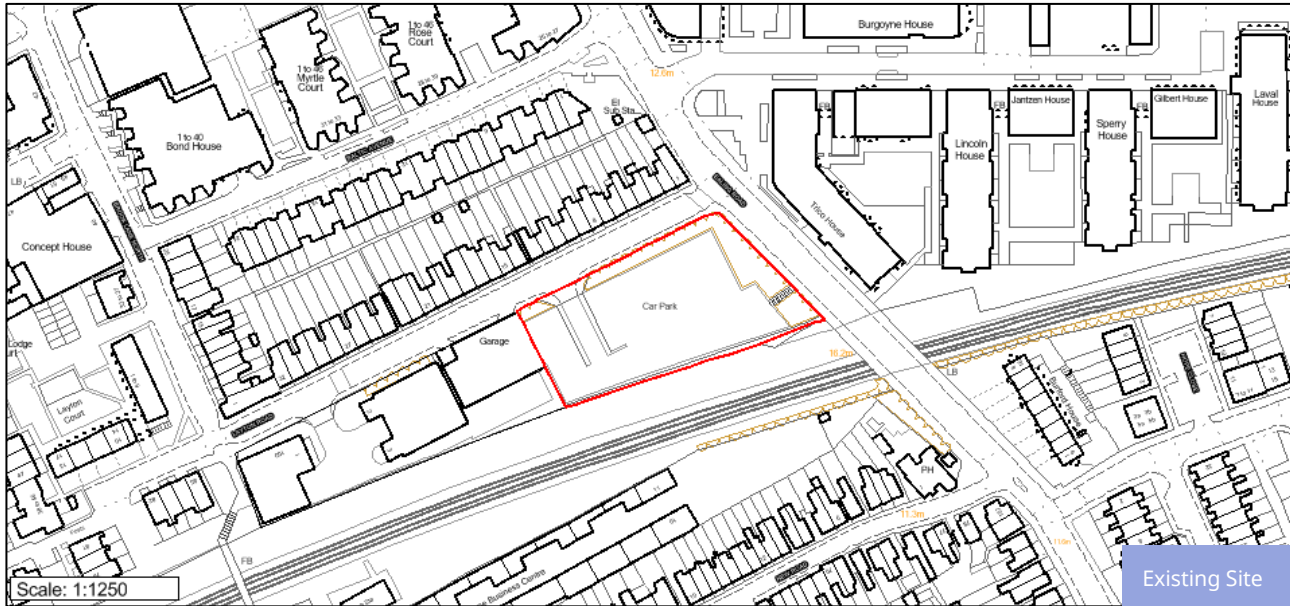
# 24 - LAYTON ROAD WAREHOUSES



Address	2 Layton Road, London, Brentford Ward, TW8 0QJ		
Place	Great West Corridor Central	Site Size	0.3 Ha
PTAL 2018	3	Existing Use	Warehousing and Logistics (B8)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance, Grade II. (HoBII13) development must ensure that any significant adverse impact on biodiversity is avoided, mitigated or as a last resort compensated for (see Local Plan Policy GB7 or any subsequent policy).</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	40	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>The Layton Road Warehouses will be redeveloped to provide new residential units.</b>
Land Uses	Residential (C3).
Movement and Access	<p>Access to the site should be from Layton Road. The development should facilitate access by cycling and walking and deliver improvements to surrounding roads providing better links to Brentford town centre and to accommodate and protect the movement of vulnerable users to and from the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>No heritage assets impacted by current heights indicated in the Masterplan.</p> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>New residential uses should be delivered in such a way as to protect surrounding neighbours amenity and to have due regard to potential for overlooking into the adjacent proposed school site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 25 - LAYTON ROAD CAR PARK

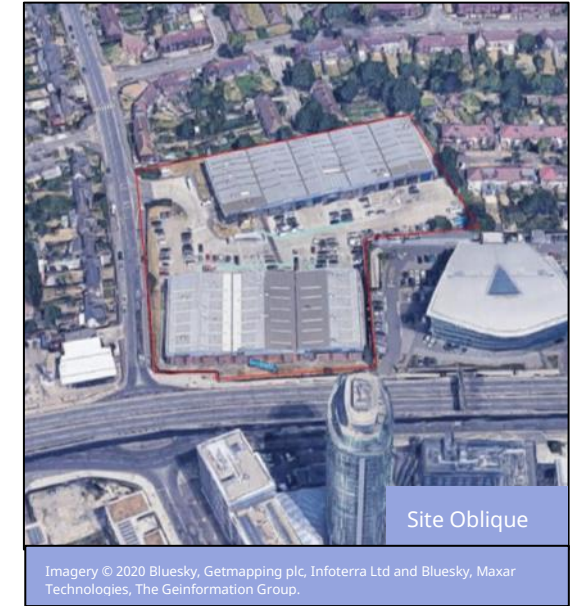
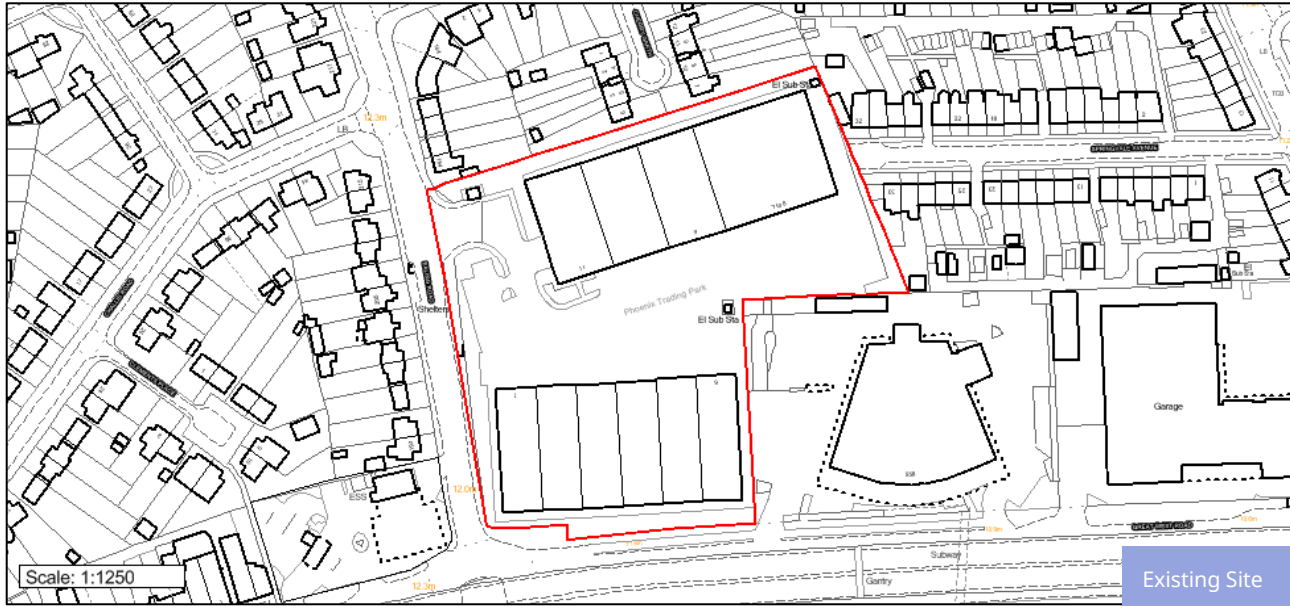


Address	Car Park, Layton Road, London, Brentford Wards, TW8 0DZ		
Place	Great West Corridor Central	Site Size	0.3 Ha
PTAL 2018	3	Existing Use	Car Park
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance, Grade II. (HoBII13) development must ensure that any significant adverse impact on biodiversity is avoided, mitigated or as a last resort compensated for (see Local Plan Policy GB7 or any subsequent policy). Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	6000	Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

<b>Development Details</b>	
Key Proposal	<b>Layton Road Car Park will be redeveloped into a new school to support growth in the Great West Corridor</b>
Land Uses	Education (D1)
Movement and Access	Vehicular access to the site should be from Layton Road with pedestrian access also from Ealing Road. The development should facilitate access by cycling and walking and deliver improvements to surrounding roads to accommodate and protect the movement of vulnerable users to and from the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.
Heritage Constraints	No heritage assets impacted by current heights indicated in the plan. The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.
Site Requirements	Site should deliver a new 2 FE school with supporting open space and facilitates in a way which protects neighbouring properties amenity. Development should have regard to the Noise and Air Quality Background Paper.

# 26 – PHOENIX BUSINESS PARK

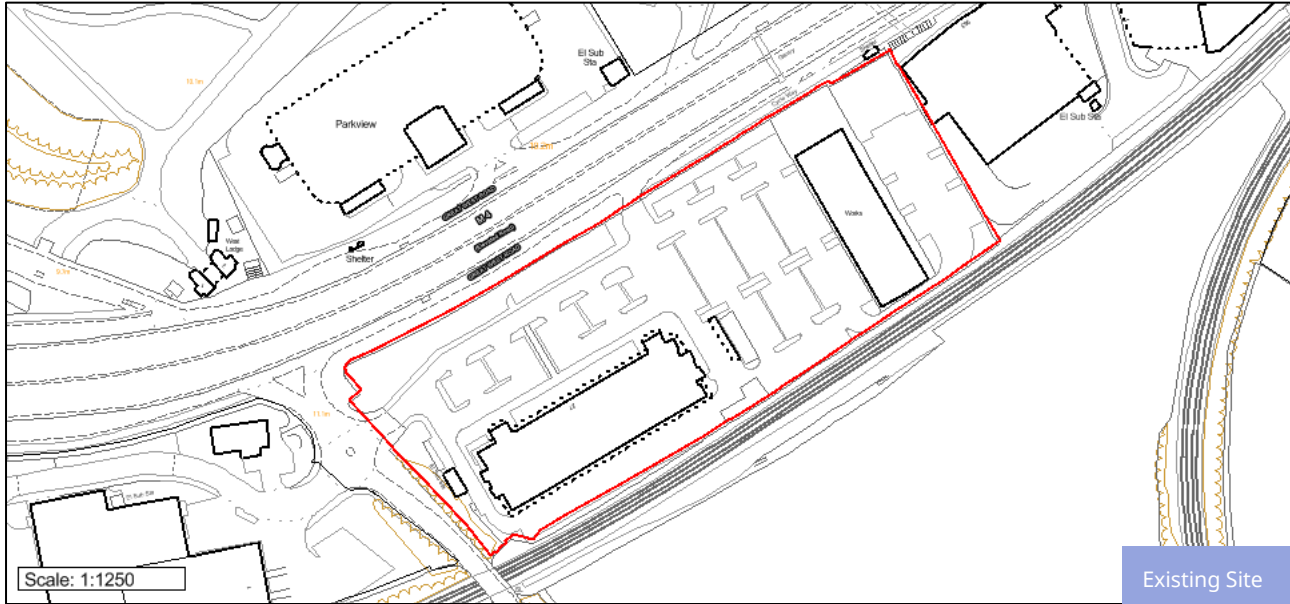


Address	Phoenix Trading Park, Ealing Road Brentford, Brentford Ward, TW8 9PL		
Place	Great West Corridor Central	Site Size	1.6 Ha
PTAL 2018	1a/2/3	Existing Use	Research and Product Development (B1(b)) Light industrial (B1(C); General Industrial (B2) and Warehousing (B8)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and make consideration of impact of development on existing occupiers in accordance with the agent of change principle. The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	260	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	17480
Industrial (B2/B8)(Sqm)		Parking (Sqm)	
Phasing	2025-2035		

Development Details	
Key Proposal	<b>Phoenix Trading Estate will be redeveloped to intensify employment uses on the site and introduce a mix of uses which are integrated with the surrounding area.</b>
Land Uses	Industrial (B1c/B2/B8), Residential (C3) and Retail (A1-A4)
Movement and Access	<p>Redevelopment of the site should facilitate the delivery of a new direct walking and cycling link between Springvale Avenue and Ealing road across the site as part of the proposed clean air route.</p> <p>Primary vehicular access to the site should be provided from the Great West Road although limited secondary access could be provided from Ealing Road.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> <li>• Conservation Area: St Paul's Brentford</li> <li>• Conservation Area: Gunnersbury</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification and diversification of existing industrial and business uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and form an effective buffer between this and other non-employment uses on the site. The site frontage would make a suitable location for a flagship car dealership to enhance the area's reputation as a focal point for motor-vehicle showrooms.</p> <p>Proposed industrial and residential mixed use buildings and plots should accord with the design approaches identified in the Masterplan for industrial intensification.</p> <p>Residential uses should be provided as part of the frontage along the clean air route, and integrate with provision of retail and other uses to create an active street frontage which continues the residential frontage of Springvale Avenue. Proposed industrial and residential mixed use buildings and plots should accord with the design approaches identified in the Masterplan for industrial intensification and GLA Industrial Intensification and Co-Location Practice Note (2018).</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 28 – 27 GREAT WEST ROAD

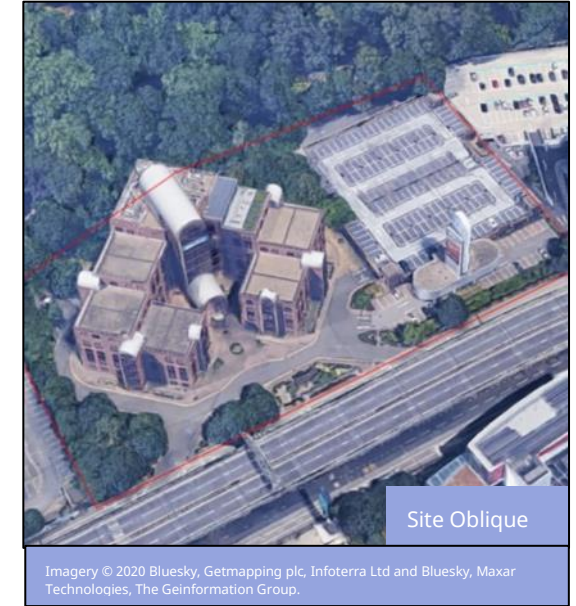
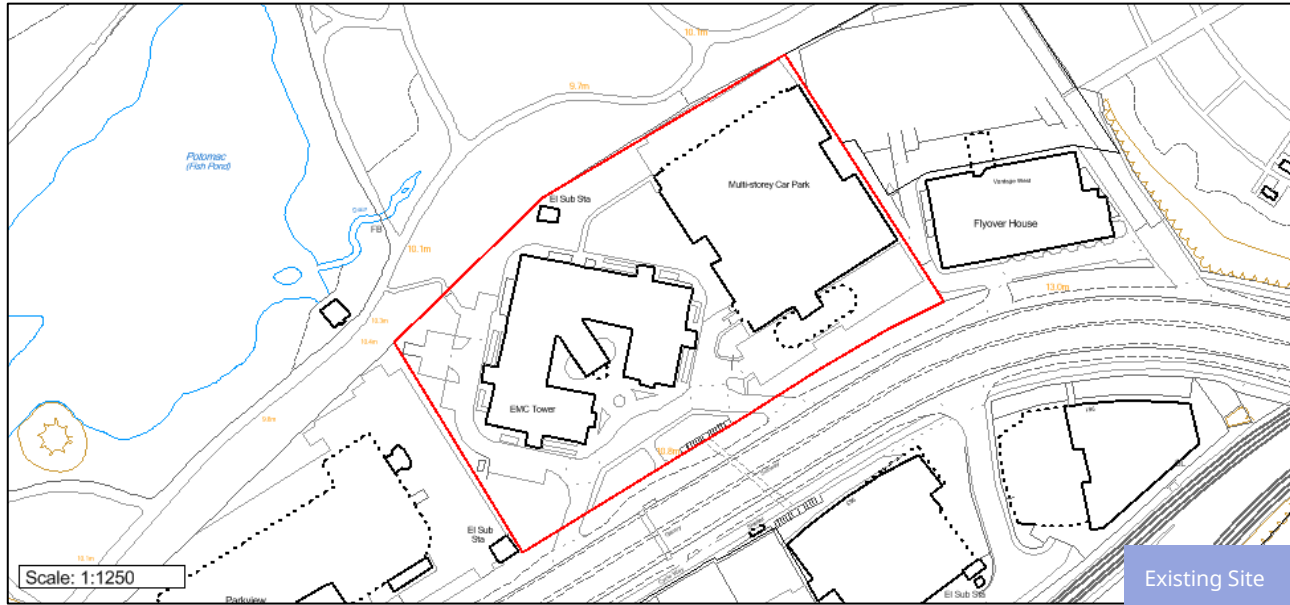


Address	27 Great West Road & 1053 Great West Road, Brentford, Brentford Ward, TW8 9BW		
Place	Great West Corridor East	Site Size	1.6 Ha
PTAL 2018	3/2	Existing Use	Office (B1a) with ancillary car parking.
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Transport: The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	500	Retail(A1-A4) (Sqm)	990
Business (B1a/b)(Sqm)	18870	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2025-2035		

Development Details	
Key Proposal	<b>27 Great West Road will be redeveloped to create a new employment led local centre around Lionel Road Station.</b>
Land Uses	Business (B1a/b), Residential (C3) and Retail (A1-A4)
Movement and Access	<p>Primary vehicular access to the site for commercial uses should be retained from the Great West Road, with limited secondary access from Lionel Road South. Development should be designed to accommodate appropriate vehicular accesses from both roads. Development must facilitate the delivery of the Lionel Road Station.</p> <p>Development of the site should provide a direct high quality clean air walking and cycling route across the site. This should link Lionel Road South, Lionel Road Station and the adjoining 1053 Great West Road site. The Development proposals should consider potential new routes across the Great West Road and actively promote their integration with existing routes on site and neighbouring sites.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building(s): Pump House Tower, Grade I , Kew Bridge Pumping Station, Grade I , Great Engine House, Grade I, Boiler House, Coal Store, Steam Engine house, Grade II, Kew Bridge Station, Grade II</li> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> <li>• Conservation Area(s): Gunnersbury Park, Kew Bridge , Kew Green, Strand on the Green</li> <li>• Registered Park and Garden: Gunnersbury Park, Grade II*</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification of existing business uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and form a buffer between this and other non-employment uses on the site.</p> <p>Other uses should be provided in a form which support the creation of a new local centre around the Lionel Road station, with frontages and entrances located so that they are sheltered from industrial frontages in such a way as to contribute to the animation of streets and the mixed employment character of the area but protect resident and visitor's amenity.</p> <p>Land should be safeguarded for the provision of the Lionel Road Station and development should seek to deliver an adjacent public square, which should be sheltered from road noise, offer a range of public amenities and be animated by active ground floor uses including retail in accordance with Place Policy P3 &amp; GWC Masterplan.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 29 – EMC TOWER

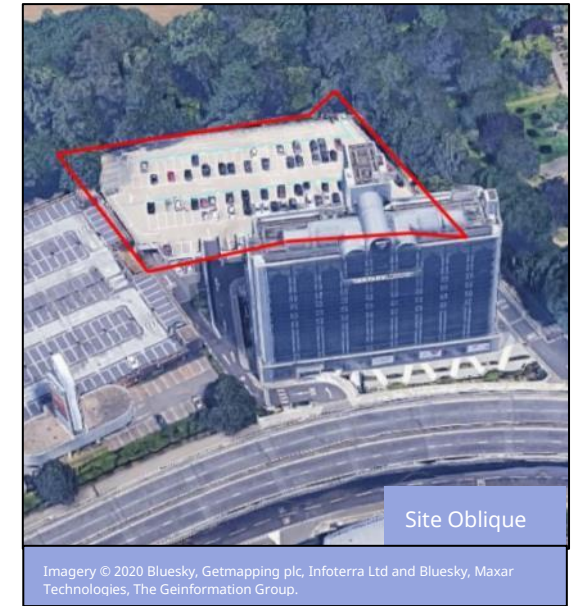
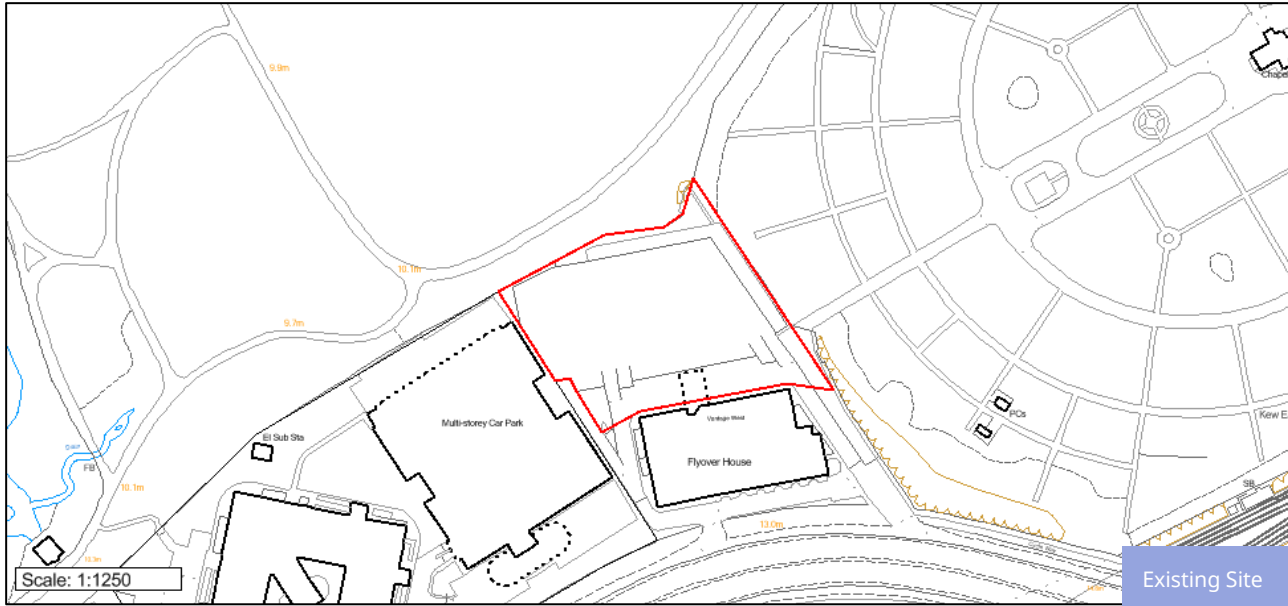


Address	E MC Tower, Great West Road, Brentford Ward, TW8 9AG		
Place	Great West Corridor East	Site Size	1.5 Ha
PTAL 2018	2	Existing Use	Office (B1a) with ancillary car parking.
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>Transport: The Site is adjacent to the Great West Road (A4) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	420	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	13230	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Dell/EMC will be redeveloped to intensify employment uses and introduce a mix of uses on the site, creating a new pedestrian and cycling route against Gunnersbury Park between Lionel Road North and Gunnersbury Cemetery.</b>
Land Uses	Business (B1a/b) and Residential (C3).
Movement and Access	<p>Vehicular access is to be maintained from the Great West Road with the access appropriately designed for the level of traffic. Development should provide a direct walking and cycling route across the site between the Parkview site and the Vantage West site, supporting the provision of the clean air route. Development should provide improved pedestrian and cycle routes across the site frontage and improved crossing facilities over the Great West Road to provide better integration with surrounding areas to the south of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building: Gunnersbury Large Mansion, Grade II*, Gunnersbury Small Mansion, Grade II, Gunnersbury Boundary Wall, Grade II</li> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> <li>• Conservation Area: Gunnersbury Park, Kew Bridge, Kew Green, Strand on the Green, Strand on the Green</li> <li>• Registered Park and Garden: Gunnersbury Park, Grade II*</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification of existing business uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and form a buffer between this and other non-employment uses on the site.</p> <p>Non business uses and frontages should be integrated into an active frontage along the proposed clean air route, with entrances and active uses located at ground floor level in a form which creates an active, mixed use street, in a form which combines with the adjacent allocations to form a consistent legible route through the sites.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 30 - VANTAGE WEST

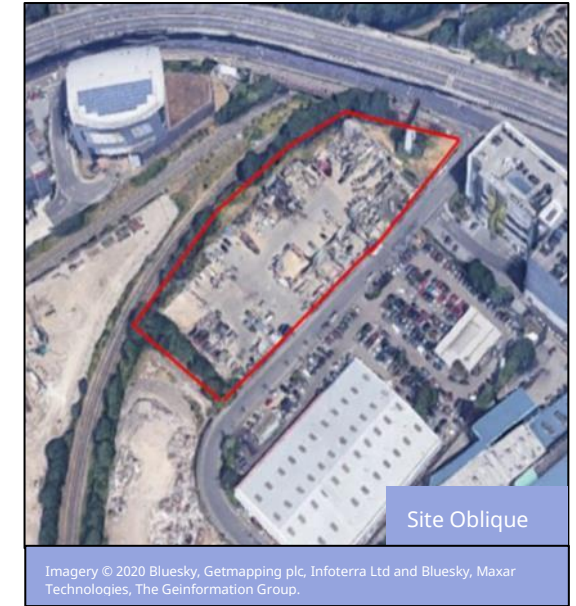
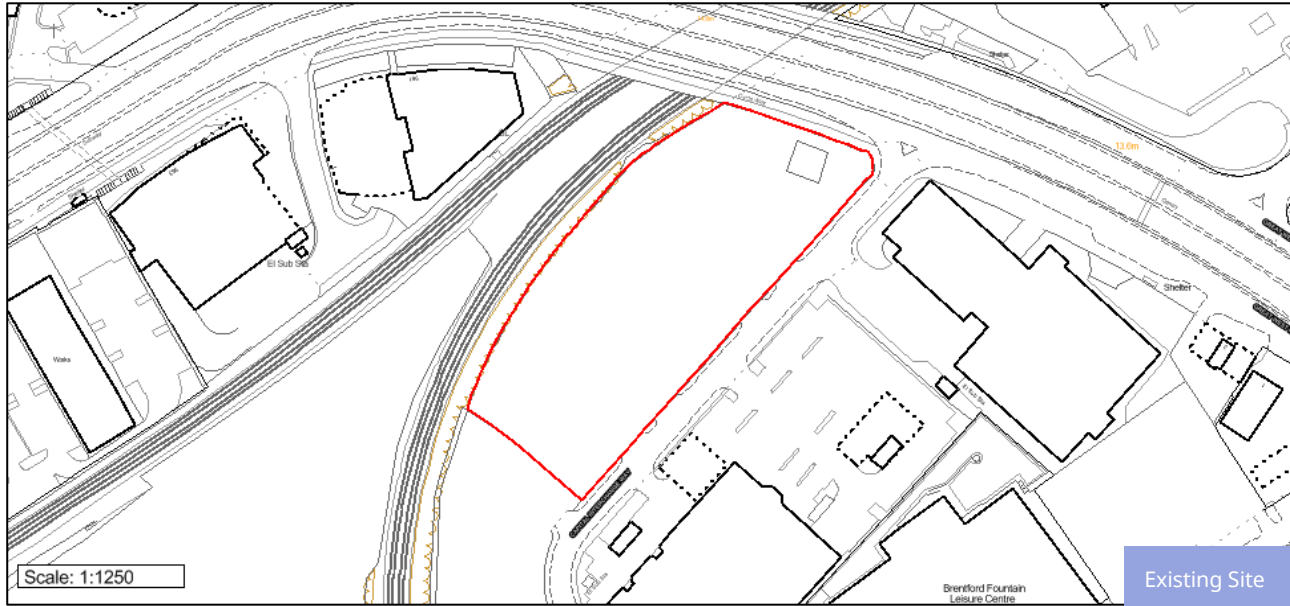


Address	Vantage West , Great West Road, Brentford Ward, TW8 9AG		
Place	Great West Corridor East	Site Size	0.8 Ha
PTAL 2018	2	Existing Use	Office (B1a) with ancillary car parking.
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>Transport: The Site is adjacent to the Great West Road (A4)a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	130	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Vantage West will be redeveloped to intensify employment uses and introduce a mix of uses on the site, creating a new pedestrian and cycling route against Gunnersbury Park between Lionel Road North and Gunnersbury Cemetery.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Vehicular access is to be maintained from the Great West Road with the access appropriately designed for the level of traffic. development should provide a direct walking and cycling route across the site to the adjacent EMC Tower site , supporting the provision of the clean air route. The Development proposals should consider potential new routes, including crossing facilities across the area and actively promote their integration with existing routes on site and neighbouring sites.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building (s): Gunnersbury Large Mansion, Grade II*, Gunnersbury Small Mansion, Grade II, Gunnersbury Boundary Wall, Grade II</li> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> <li>• Conservation Area(s): Gunnersbury Park, Kew Bridge, Kew Green Strand on the Green, Strand on the Green</li> <li>• Registered Park and Garden: Gunnersbury Park, Grade II*</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Redevelopment of rear car park to introduce residential development in a form which creates a clean air route between new development and the existing business uses in order to create a consistent and visible commercial frontage against the Great West Road and form a buffer between this and other non-employment uses on the site.</p> <p>Non business uses and frontages should be integrated into an active frontage along the proposed clean air route, with entrances and active uses located at ground floor level in a form which creates an active, mixed use street, in a form which combines with the adjacent allocations to form a consistent legible route through the sites.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

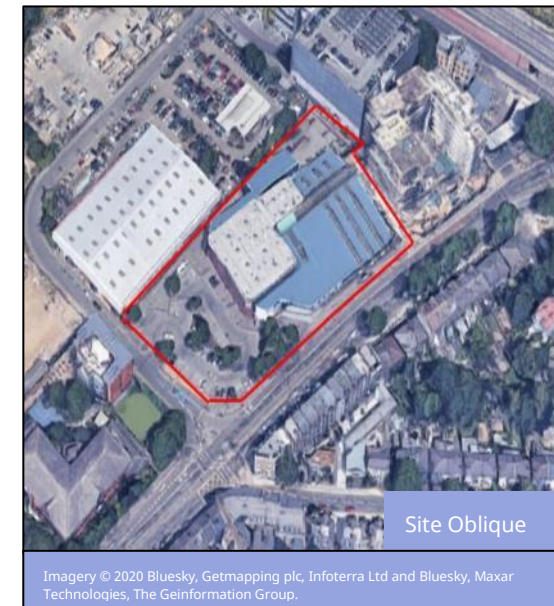
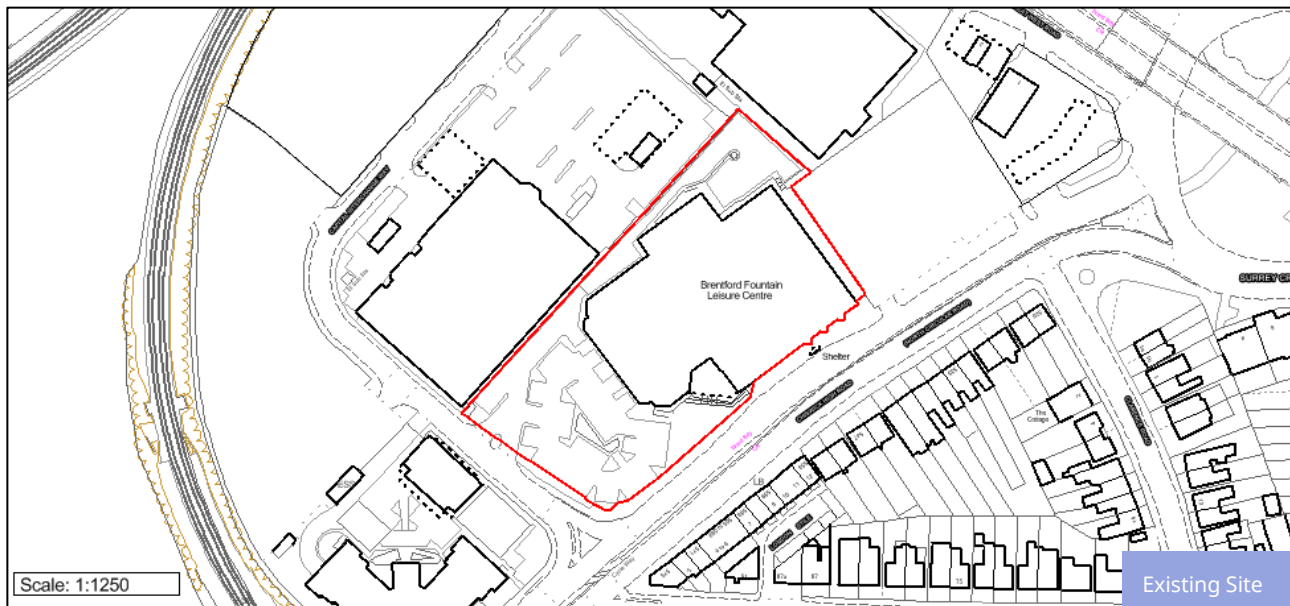
# 31 - 1-4 CAPITAL INTERCHANGE WAY



Address	Units 1-4, Capital Interchange Way, Capital Interchange Way Brentford, Brentford Ward, TW8 0EX		
Place	Great West Corridor East	Site Size	0.9 Ha
PTAL 2018	3	Existing Use	Vacant Site
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	380	Retail(A1-A4) (Sqm)	520
Business (B1a/b)(Sqm)	5940	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	

Phasing	2020-2025
<b>Development Details</b>	
Key Proposal	<b>1-4 Capital Interchange Way will be developed into an office-led mixed use site which contributes to the creation of the Brentford Stadium Quarter</b>
Land Uses	Business (B1a/b), Residential (C3) and Retail (A1-A4).
Movement and Access	<p>Access to the site should be provided from Capital Interchange Way. Development should facilitate improvements to access and wayfinding to Brentford Community Stadium, and across the Great West Road to link to Gunnersbury Park .</p> <p>Development proposals should provide improved pedestrian and cycle routes across the site frontage and in the wider area to provide better integration with surrounding areas. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• World Heritage Site: Royal Botanic Gardens, Kew</li> <li>• Conservation Area (s): Gunnersbury Park, Kew Bridge, Kew Green, Strand on the Green</li> <li>• Registered Park and Garden: Gunnersbury Park, Grade II*</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Business Uses should be appropriately located and of scale which creates a consistent commercial frontage against the Great West Road and forms a barrier between this and other non-employment uses on the site. The development should seek to deliver a green public open space within the development, in accordance with Place Policy P3 &amp; GWC Masterplan. Non business uses should be integrated into an active frontage along the sides of the proposed clean air route, with entrances and active uses located at ground floor level in a form which creates an active, mixed use street, in a form which combines with the adjacent allocations to form a consistent legible route through the sites. Buildings along the Great West Corridor should be set back to form a consistent building line.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

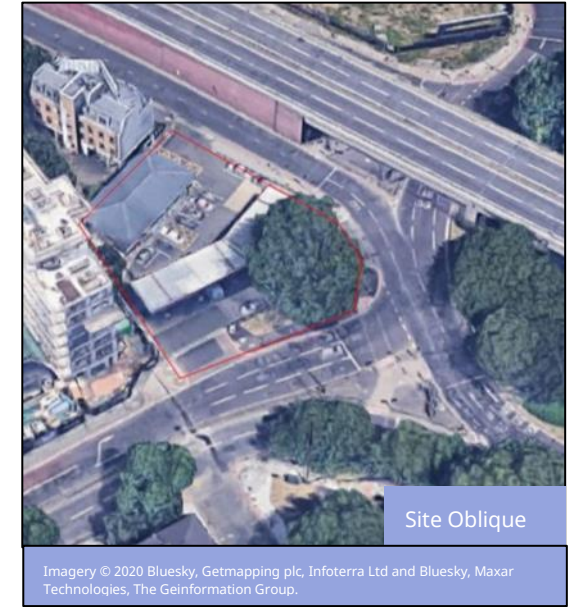
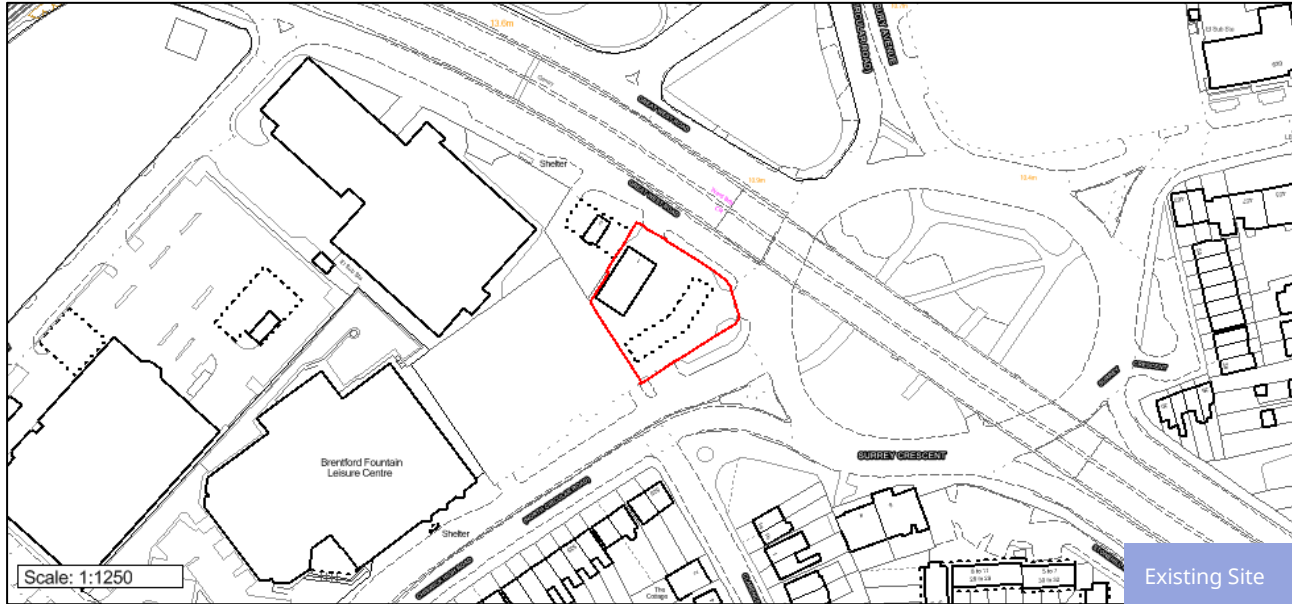
## 32 - BRENTFORD FOUNTAIN LEISURE CENTRE



Address	Brentford Fountain Leisure Centre, 658 Chiswick High Road, Brentford Ward, TW8 0JH		
Place	Great West Corridor East	Site Size	0.9 Ha
PTAL 2018	3/4	Existing Use	Leisure (D2)
Ownership	Public	Site Source	GWC Masterplan 2019
Planning Designations	<p>The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Transport: The Site is adjacent to the Chiswick High Road (A205) a major distributor road and TFL Red Route: Development should not adversely impact the transport network.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	300	Retail(A1-A4) (Sqm)	240
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Parking (Sqm)		Assembly/Leisure (D2) (Sqm)	5700

Phasing	2020-2025
<b>Development Details</b>	
Key Proposal	<b>Brentford Fountains Leisure centre will be redeveloped to provide a new, modern leisure centre with residential development to maximise use of the site.</b>
Land Uses	Leisure (D2), Residential (C3) and Retail (A1-A4).
Movement and Access	<p>Access to the site should be provided from Capital Interchange Way. Development should facilitate significantly improved walking and cycling access to leisure uses on the site, including off site improvements to pedestrian and cycling infrastructure including crossing points.</p> <p>Development proposals should consider potential new routes across the area and actively promote their integration with existing routes on site and neighbouring sites.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Conservation Area: Gunnersbury Park, Strand on the Green, Wellesley Road</li> <li>• Registered Park and Garden: Gunnersbury Park, Grade II*</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Intensification of existing leisure uses should provide a greater range and flexibility of activities which support the provision of a community hub on the site to encourage more intensive use, with ancillary retail floorspace provided in a way which integrates with the development and serves visitors and residents. Residential development should be delivered in a form and scale which does not interfere with the operation of the leisure uses on site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 33 - ESSO FILLING STATION CHISWICK ROUNDABOUT

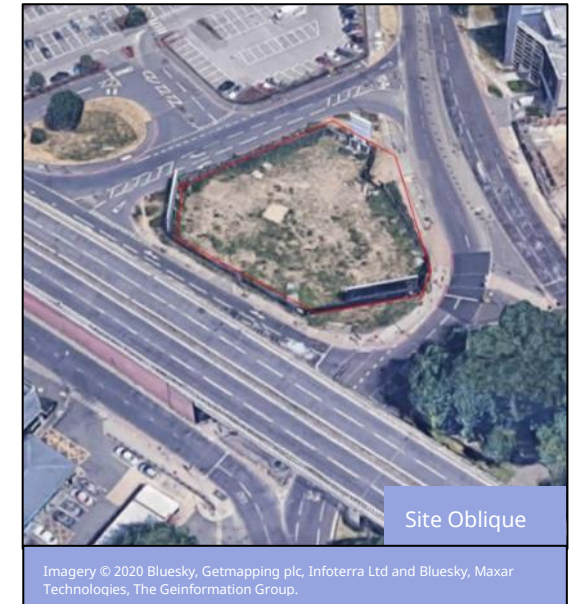
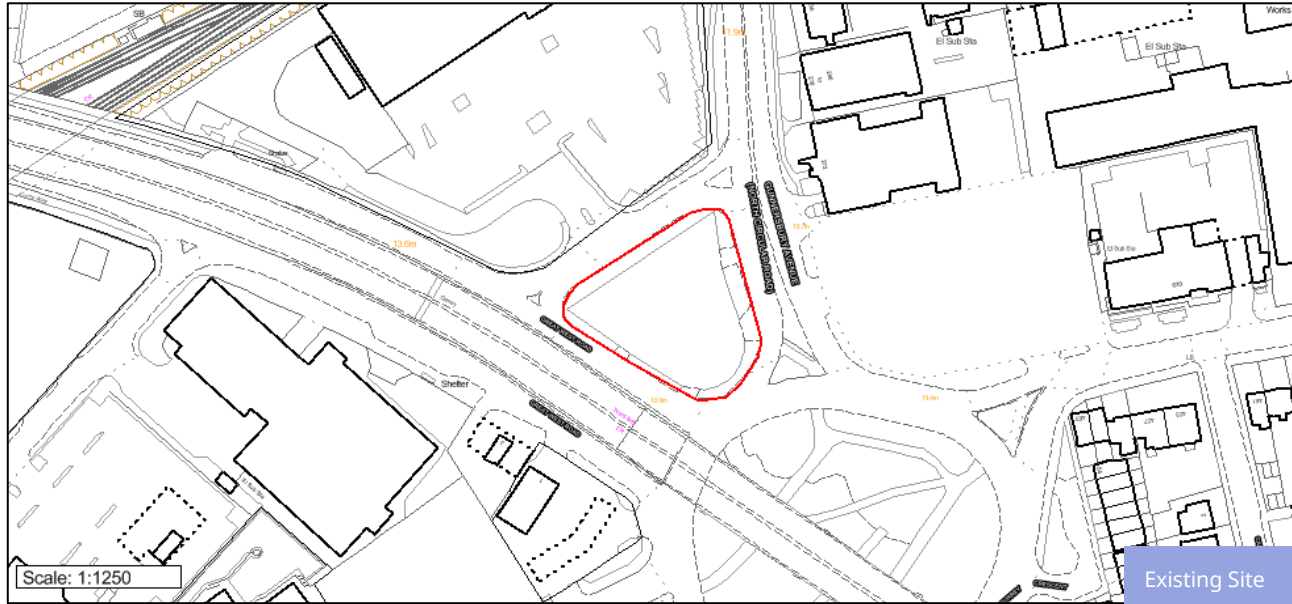


Address	Chiswick Flyover Service Station, London, Brentford Wards, W4 5QJ		
Place	Great West Corridor East	Site Size	0.2 Ha
PTAL 2018	3/4	Existing Use	Service Station (Sui Generis)
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>The site is part of an Archaeological Priority Area: a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy. Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Transport: The Site is adjacent to the Chiswick High Road (A205) and Great West Road (A4) which are both major distributor roads and TFL Red Routes: Development should not adversely impact the transport network.</p>		

Minimum Development Quantum			
Residential Units	30	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	6250	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Esso Filling Station will be redeveloped to deliver a new mixed use site business location.</b>
Land Uses	Business (B1a/b) and Residential (C3).
Movement and Access	<p>Vehicular access to the site should be from Chiswick High Road (A205), with the number of access reduced and consideration given to how this can be best delivered given the highly sensitive position of the development site on the Chiswick Roundabout. The development should facilitate a walking and cycling route across the site, including improved connections to the wider area.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <p>Conservation Area: Gunnersbury Park, Strand on the Green, Wellesley Road</p> <p>Registered Park and Garden: Gunnersbury Park, Grade II*</p> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Redevelopment of site to create a mixed use employment led development. Uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and Chiswick High Road and form a buffer between this and non-employment uses on the site, and which should be sheltered away from business frontages, access and servicing. Buildings along the Great West Corridor should be set back to form a consistent building line.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 34 - FORMER NATWEST BANK SITE, CHISWICK

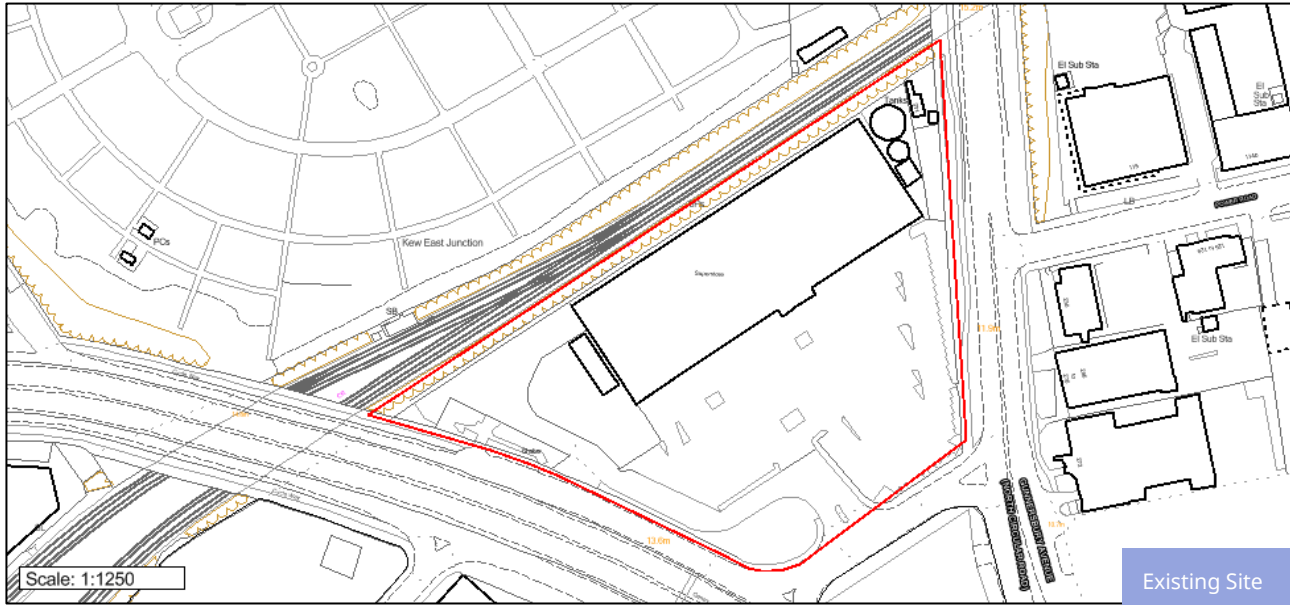


Address	NatWest Bank Site, Chiswick, Turnham Green Ward, W4 5QL		
Place	Great West Corridor East	Site Size	0.3 Ha
PTAL 2018	4	Existing Use	Vacant Site
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>The Site is adjacent to the Great West Road (A4) and Gunnersbury Avenue (A406) which are both major distributor roads and TFL Red Routes: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	120	Retail(A1-A4) (Sqm)	680
Business (B1a/b)(Sqm)	5310	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>The Natwest Bank site will cease to be a vacant site and will be redeveloped into a mixed use development combining office, retail and residential units along with appropriate mitigation for noise and pollution.</b>
Land Uses	Business (B1a/b), Residential (C3) and Retail (A1-A4).
Movement and Access	Access to the site is severely constrained due to presence of Red Routes around the site. Vehicular access must be appropriately located on Larch Drive, be designed to take into account the likely level of traffic generation and safety on the adjoining roads and must not have a significant impact on traffic flow on the surrounding road network. Development must include the provision of high quality pedestrian links to and from the site including new and improved pedestrian and cycle crossings on the A4 and A406, and provide improved routes across the site frontage to ensure the site is integrated into the surrounding areas and to ensure high quality links to public transport. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building(s): Gunnersbury Large Mansion, Grade II*, Gunnersbury Small Mansion, Grade II, Kew Gardens Orangery, Grade I</li> <li>• Conservation Area(s): Gunnersbury Park , Strand on the Green, Wellesley Road , Kew Green , Thorney Hedge</li> <li>• Registered Park and Garden: Gunnersbury Park, Grade II*</li> <li>• World Heritage Site: Royal Botanic Gardens Kew</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Development should provide an office-led redevelopment with supporting A1-A4 uses at ground floor level. These uses should be appropriately located so entrances and active frontages face into the site and avoid exposing users and visitors to the surrounding roads.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 35 - B&Q CHISWICK

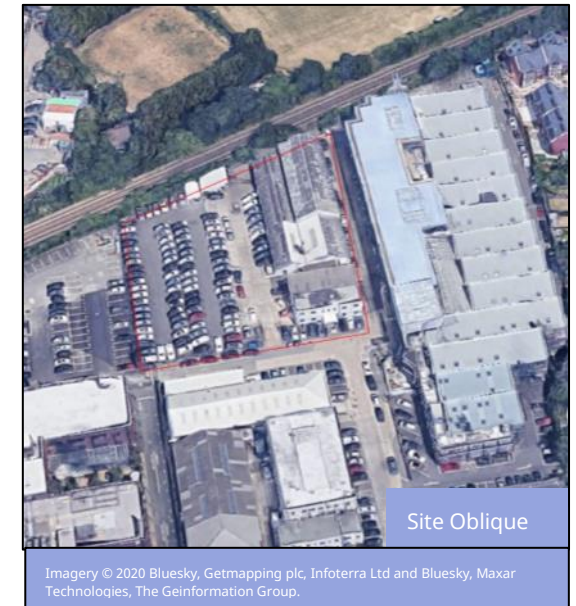
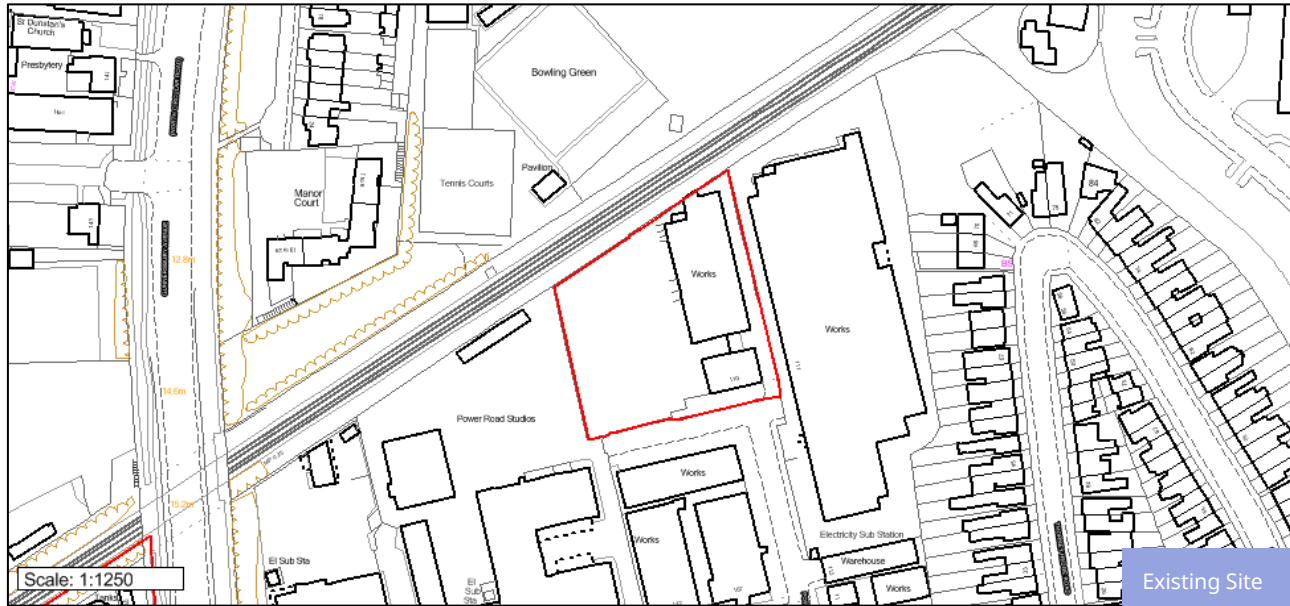


Address	B&Q, 2 Larch Drive Chiswick, Turnham Green Ward, W4 5QL		
Place	Great West Corridor East	Site Size	1.8 Ha
PTAL 2018	3/4	Existing Use	Large Format Retail Warehousing (A1) with ancillary car parking.
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>The Site is adjacent to the Great West Road (A4) and Gunnersbury Avenue (A406) which are both major distributor roads and TFL Red Routes: Development should not adversely impact the transport network.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	270	Retail(A1-A4) (Sqm)	1570
Business (B1a/b)(Sqm)	1470	Industrial (B1c/B2/B8)(Sqm)	
Hotel (C1) (Sqm)	14020	Assembly/Leisure (D2)/ Sui-Generis (Sqm)	29890
Phasing	2020-2025		

Development Details	
Key Proposal	<b>The B&amp;Q Site will be redeveloped into a mixed use quarter with a range of uses which support the Brentford Stadium Quarter.</b>
Land Uses	Leisure and Leisure Type Sui-Generis Uses (D2/Sui-Generis), Hotel (C1), Business (B1a/b) Residential (C3) and Retail (A1-A4).
Movement and Access	<p>Access to the site is severely constrained due to presence of Red Routes around the site. Vehicular access must be appropriately located, be designed to take into account the likely level of traffic generation and safety on the adjoining roads and must not have a significant impact on traffic flow on the surrounding road network. Development must include the provision of high quality pedestrian links to and from the site, including new and improved pedestrian and cycle crossings on the A4 and A406 linking Power Road and Capital Interchange Way, and provide improved routes across the site frontage to ensure the site is integrated into the surrounding areas and to ensure high quality links to public transport.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Statutory Listed Building: Gunnersbury Large Mansion, Grade II*, Gunnersbury Small Mansion, Grade II, Kew Gardens Orangery, Grade I</li> <li>• Conservation Area: Gunnersbury Park, Strand on the Green, Wellesley Road, Kew Green, Thorney Hedge</li> <li>• Registered Park and Garden: Gunnersbury Park, Grade II*</li> <li>• World Heritage Site: Royal Botanic Gardens Kew</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Redevelopment of site to create a mixed use employment led development. Uses should be appropriately located within the site in order to create a consistent and visible commercial frontage against the Great West Road and North Circular and form a buffer between this and non-employment uses on the site, and which should be sheltered away from business frontages, access and servicing. Development should ensure that the mix of uses on the site are integrated in a such a way as to maximise the use of land on the site while ensuring that development at ground floor faces into the site and avoids exposing users and visitors to the surrounding roads. Buildings along the Great West Corridor should be set back to form a consistent building line.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 36 - 110 POWER ROAD

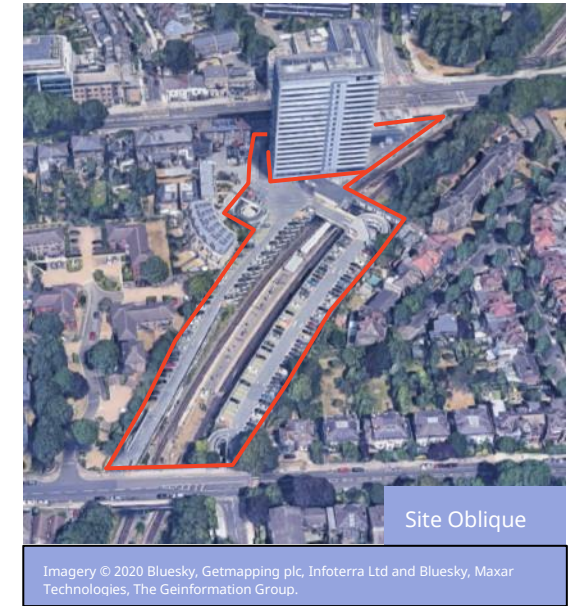
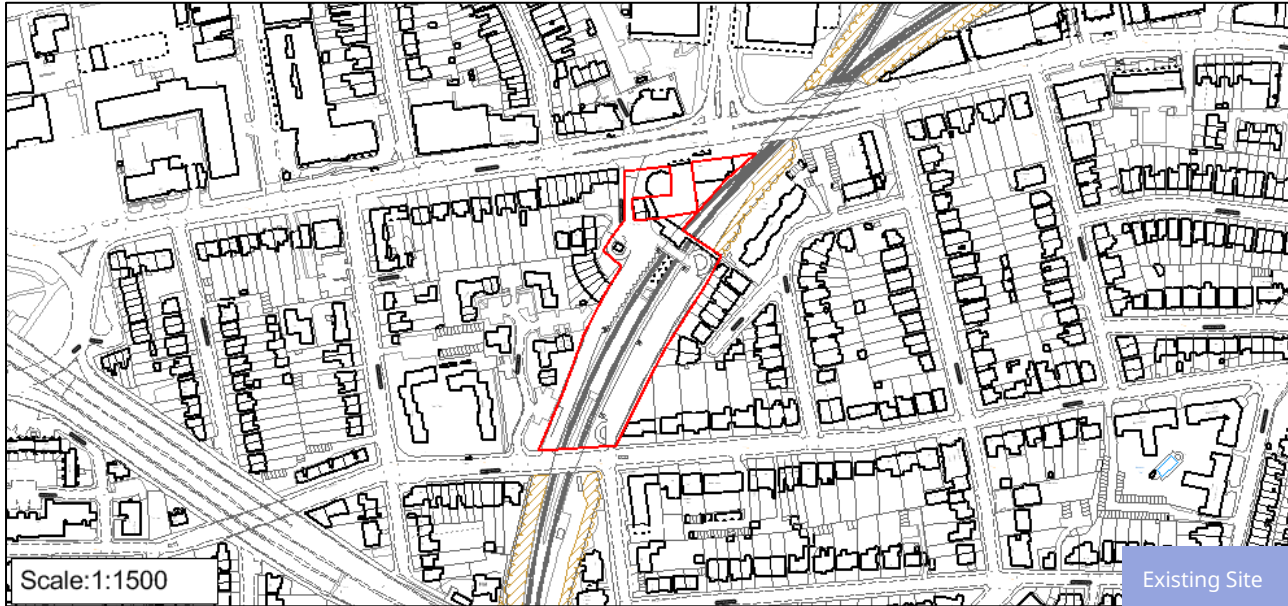


Address	110, Power Road, Turnham Green Ward, W4 5PY		
Place	Great West Corridor East	Site Size	0.4 Ha
PTAL 2018	3	Existing Use	Car Parking
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and make consideration of impact of development on existing occupiers in accordance with the agent of change principle. Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	10360
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Power Road will be enhanced as a key locally significant industrial site with focus on supporting small creative industries related to media and broadcasting, as a site within the TV Triangle.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	Vehicular access to the site should be improved and development should seek ways to increase access to the site for pedestrians and cyclists through removal of parking along the site frontage and replacement with high quality footway and access for pedestrians and cyclists. Movement through the site should be encouraged on foot and bicycle. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Conservation Area: Thorney Hedge, Gunnersbury Park</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	Intensification of industrial uses on the site, which should ensure a suitable range of unit sizes for small and medium businesses. Development should have regard to the Noise and Air Quality Background Paper.

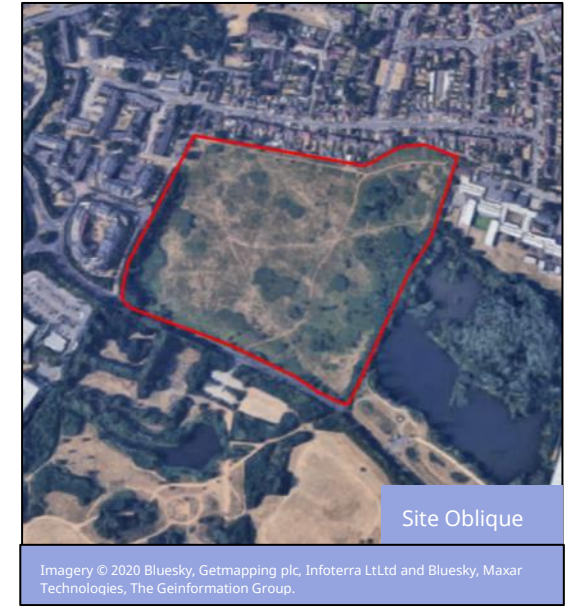
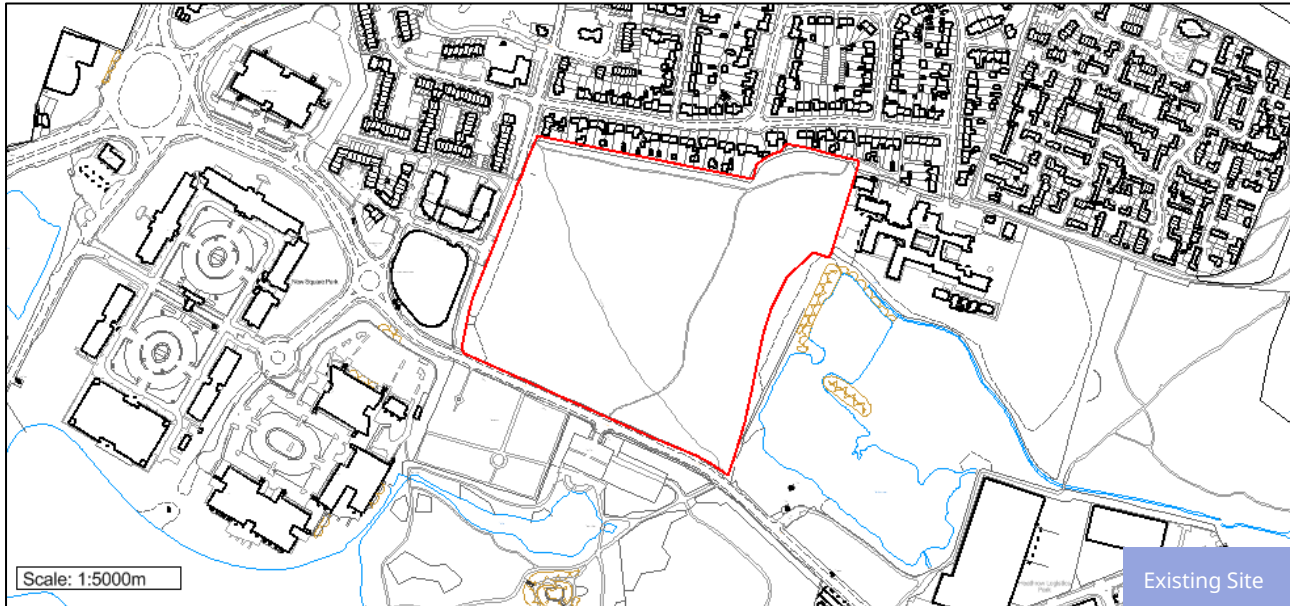
# 37 - GUNNERSBURY STATION CAR PARK



Address	Gunnersbury Station & Car Park, Chiswick, Turnham Green Ward, W4 4AN		
Place	Great West Corridor East	Site Size	1.1 Ha
PTAL 2018	4/5	Existing Use	Railway Station with ancillary car parking.
Ownership	Private	Site Source	GWC Masterplan 2019
Planning Designations	<p>The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy.</p> <p>Site contains part of a Site of Importance for Nature Conservation (SINC) of Borough Importance, Grade II. (HoBII13) : development will be permitted only where it can be shown that significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 or any subsequent policy).</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Public Right of Way; Development must maintain routing through the site between Chiswick High Road and Wellesley Road.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	120	Retail(A1-A4) (Sqm)	930
Business (B1a/b)(Sqm)	1230	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	160

Phasing	2025-2030
<b>Development Details</b>	
Key Proposal	<b>Gunnersbury Station will be enhanced through enabling development to support improved public transport access to the Eastern end of the Great West Corridor.</b>
Land Uses	Business (B1a/b), Residential (C3), and Retail (A1-A4).
Movement and Access	<p>Pedestrian and Cycle access to the site should be maintained and improved . Movement and visual connectivity from the station to Chiswick High Road and Wellesley Road should be improved including enhancement of the number and quality of existing pedestrian accesses. Provision of step-free level access to the platforms and improved station capacity should be provided or at minimum facilitated.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Conservation Area: Wellesley Road, Thorney Hedge , Strand on the Green</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council consider to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	<p>Introduction of residential development on the site should be of a form and scale necessary to enable accessibility and capacity improvements to the station and should facilitate access to and from Wellesley road in addition to the existing access onto Chiswick High Road. Retail should be provided at ground floor level and form active frontages onto Chiswick High Road.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 39 - SOUTH BEDFONT

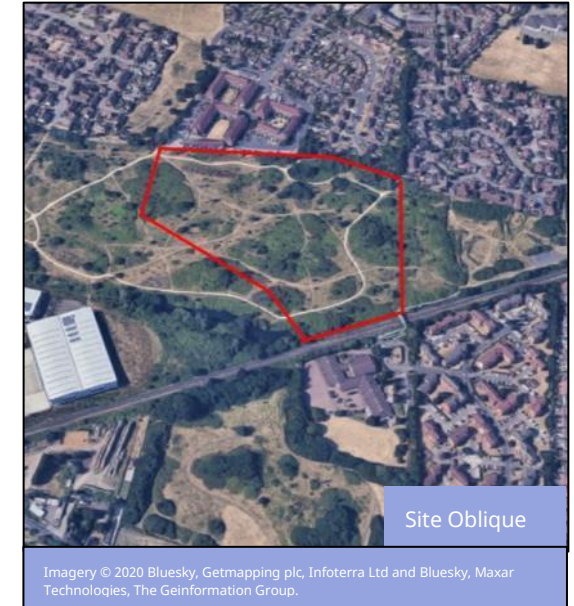
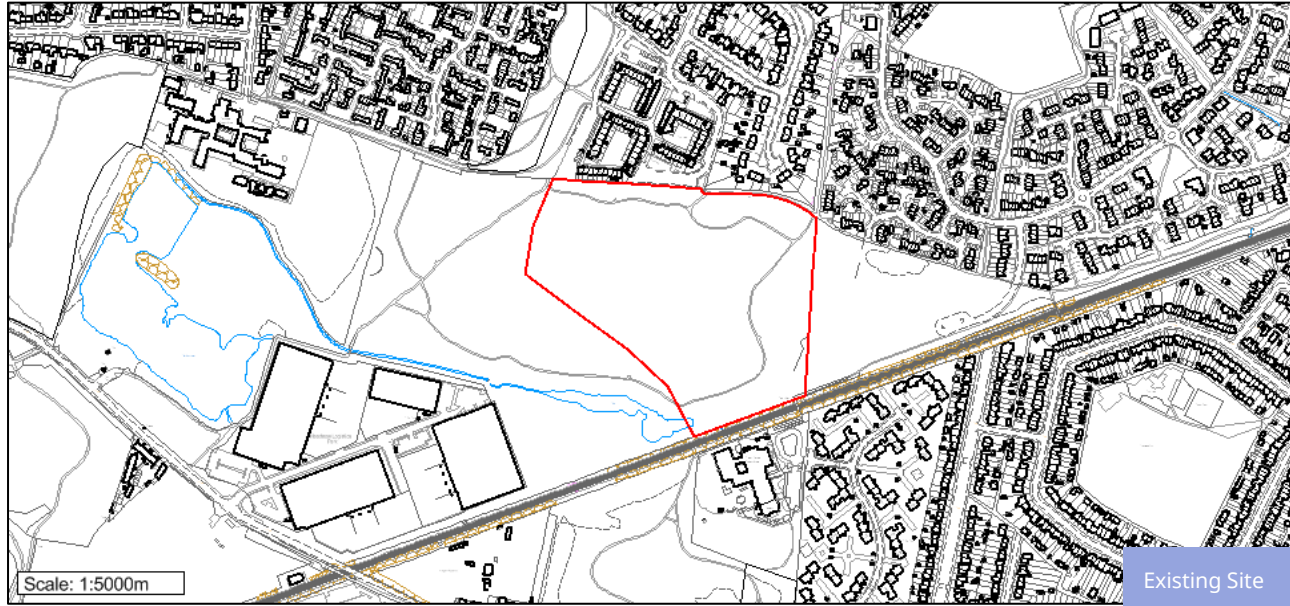


Address	Land North of Bedfont Road, Bedfont Road, Bedfont Ward, TW14 8BF		
Place	Bedfont Neighbourhoods	Site Size	8.6 Ha
PTAL	0/1a	Existing Use	Open land
Ownership	Public	Site Source	WOB Capacity Study (2016)
Planning Designations	<p>Site contains part of a Site of Importance for Nature Conservation (SINC): of Borough Importance, Grade I (HoBI19) development must ensure that any significant adverse impact on biodiversity is avoided, mitigated or as a last resort compensated for (see Local Plan Policy GB7 or any subsequent policy).</p> <p>Area of Special Advertisement Control: advertisements are subject to special conditions within this area (see Local Plan policy CC5).</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Site is Green Belt which was assessed in the Green Belt Review Stage 2 (SA15a) and is proposed to be released.</p>		

Minimum Development Quantum			
Residential Units	910	Retail(A1-A4) (Sqm)	280
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

<b>Development Details</b>	
Key Proposal	<b>South Bedford will be a new residential neighbourhood close to the new Bedford station, providing new homes integrated with open space.</b>
Land Uses	Residential (C3), and Retail (A1-A4), Open Space.
Movement and Access	<p>An appropriately designed and located vehicular access to South Bedford should be provided from Bedford Road. Additional pedestrian and cycle accesses should be provided from Bedford Road and enhanced through the creation of east-west pedestrian and cycle only routes through the site that connect Bedford Green Close in the west to Dudley Road, Fairholme School and Bedford Lakes in the north and east. A link across Bedford Road to Bedford Lakes should also be provided. The development layout should support the creation of legible streets, which prioritise active travel and enhance wayfinding and the overall character of the urban form.</p> <p>The healthy streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity and PTAL of the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Development at South Bedford should facilitate the creation of a new residential neighbourhood of high quality, medium rise flats and terraces. The development should provide family size housing, integrated with community and retail uses around a network of open space integrated with surrounding publically accessible local open space, promoting improved access to surrounding areas of Green Belt. Development should be delivered in accordance with the West of Borough Capacity Study (2016) and West of Borough Plan Bedford Neighbourhoods Place Policy, and integrate with surrounding character by developing a centre of medium rise buildings surrounded by low rise developments, forming a legible and accessible hierarchy of streets, and well-defined pedestrian and cycle greenways. Development should be particularly sensitive where it interfaces with local open space and Green Belt, and will be required to provide compensatory improvements to adjacent open space and Green Belt in a way which improves access for new and existing residents.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 40 - BEDFORD GARDENS

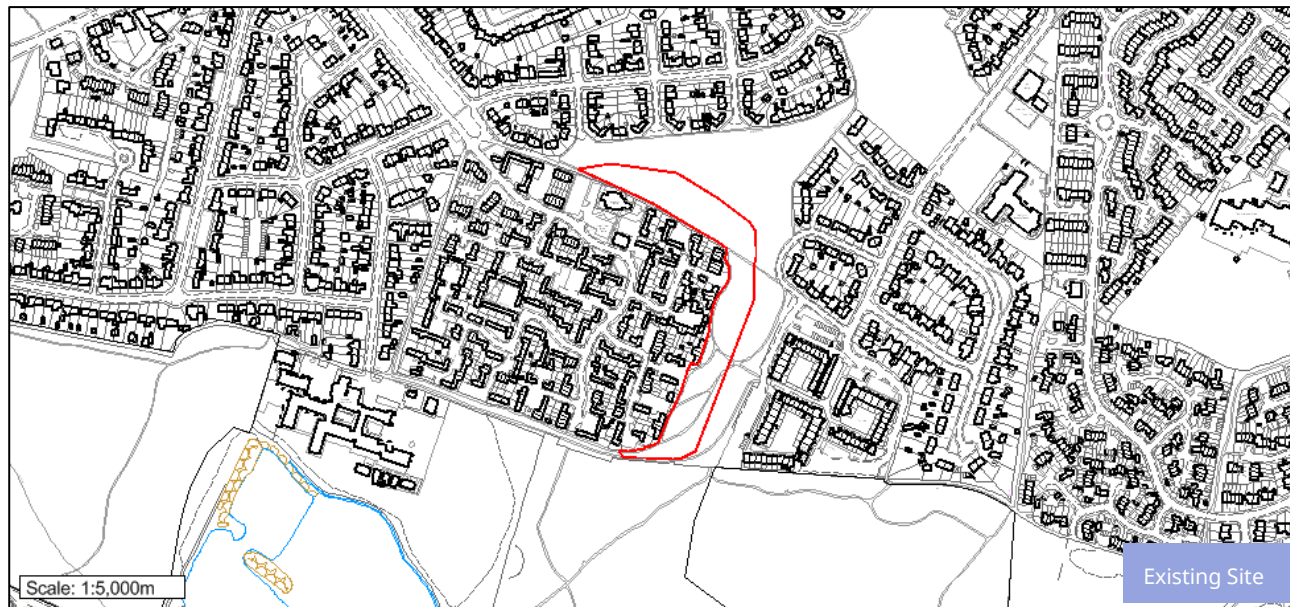


Address	Land to the South of Sandy Drive, Bounded by Railway Line, Feltham, Bedfont Ward, TW14 8BD		
Place	Bedfont Neighbourhoods	Site Size	6.9 Ha
PTAL	0/1a	Existing Use	Open land
Ownership	Public	Site Source	WOB Capacity Study (2016)
Planning Designations	<p>Site contains part of a Site of Importance for Nature Conservation (SINC): of Borough Importance, Grade I (HoBI19) development must ensure that any significant adverse impact on biodiversity is avoided, mitigated or as a last resort compensated for (see Local Plan Policy GB7 or any subsequent policy).</p> <p>Area of Special Advertisement Control: advertisements should be avoided within this area (see Local Plan policy CC5);</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Site is Green Belt which was assessed in the Green Belt Review Stage 2 (SA15d) and is proposed to be released.</p>		

Minimum Development Quantum			
Residential Units	650	Retail(A1-A4) (Sqm)	250
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Bedfont Gardens will be a new residential neighbourhood which opens out onto new and improved parkland with supporting community facilities</b>
Land Uses	Residential (C3), and Retail (A1-A4), Open Space.
Movement and Access	<p>Vehicular access to Bedfont Gardens should be from an extension to Watermead and Southville Road. Development should contribute to new and enhanced high quality pedestrian and cycle links across the site providing improved access to Bedfont Lane, Bedfont Road and over the railway line should be provided including a new or improved cycling and walking bridge over the Feltham rail line to the south of the site linking to Lower Feltham West. Cycling and walking links should connect the site to existing residential development to the north and the open space to the south, and should include clear and legible routes towards the proposed Bedfont Station. The development layout should support the creation of legible streets, and enhance wayfinding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Development at Bedfont Gardens should facilitate the creation of a new, neighbourhood with a mixture of low rise flats and family sized homes, with supporting community facilities. This should be delivered on a network of streets with limited on street parking, and which follow the healthy streets approach. Development should integrate with surrounding existing character and surrounding local open space through new greenways and protective green buffers. Development should be delivered in accordance with the West of Borough Capacity Study (2016) and West of Borough Plan Bedfont Neighbourhoods Place Policy, where this is within the site allocation. Development should be particularly sensitive where it interfaces with local open space and adjacent Green Belt, and will be required to provide compensatory improvements to adjacent open space and Green Belt in a way which improves access for new and existing residents.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 41 - BEDFONT GARDENS, LAND AT SOUTHVILLE CRESCENT



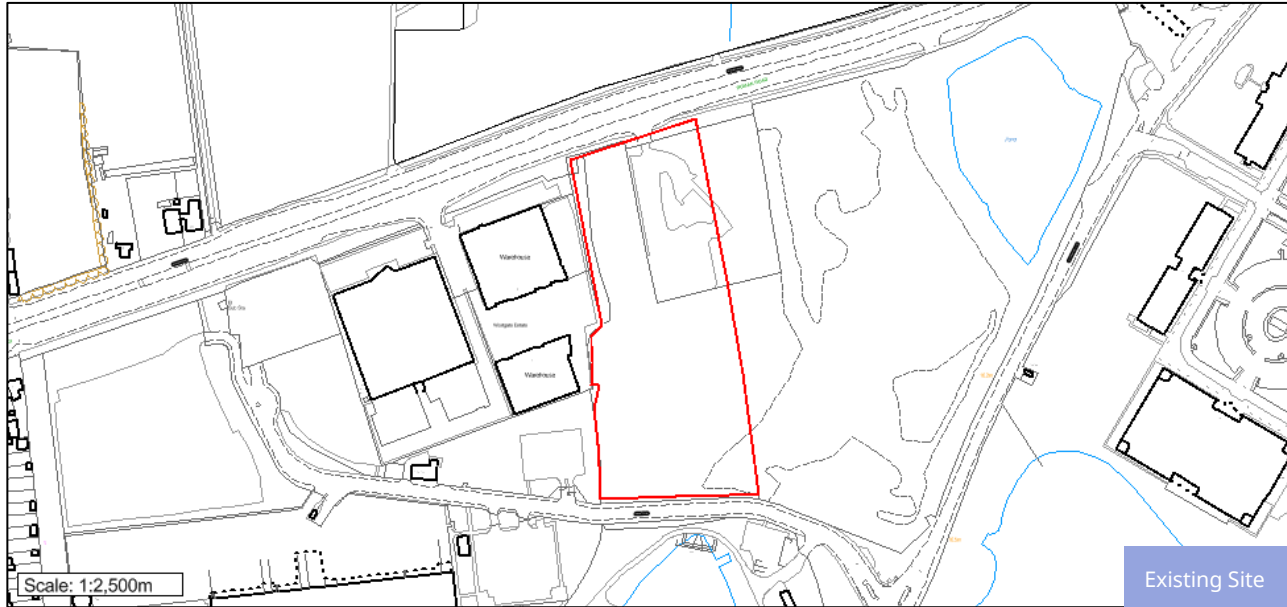
Address	Land at Southville Crescent, Feltham, Bedfont Ward, TW14 8SN		
Place	Bedfont Neighbourhoods	Site Size	1.5 Ha
PTAL 2018	0/1a	Existing Use	Community Centre (D1), open land, car park
Ownership	Public	Site Source	WOB Capacity Study (2016)

Planning Designations	Site is Green Belt which was assessed in the Green Belt Review Stage 2 (SA15e) and is proposed to be released.		
	Area of Special Advertisement Control: advertisements should be avoided within this area (see Local Plan policy CC5)		
	Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	120	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	350	Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Bedfont Gardens North will extend the existing urban area with new homes and improved community facilities.</b>
Land Uses	Residential (C3), Community Use (D2) and Open Space.
Movement and Access	<p>Appropriate vehicular access to Bedfont Gardens North should be facilitated from adjoining public highway . Development should include high quality pedestrian and cycle links across the site connecting the Local Open Space in Southville with enhanced public spaces at South Bedfont. The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance wayfinding and the overall character of the urban form.</p> <p>The healthy streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Development at Bedfont Gardens should facilitate the creation of infill low rise flats and family sized homes, and should reprovide and enhance existing community facilities. This should be delivered on a network of streets with limited on street parking, and which follow the healthy streets approach. Development should integrate with surrounding development and green space, and contribute to the creation of green links and buffers around development. Development should be delivered in accordance with the West of Borough Capacity Study (2016) and West of Borough Plan Bedfont Neighbourhoods Place Policy where this is within the site allocation. Development should be particularly sensitive where it interfaces with local open space and adjacent Green Belt, and will be required to provide compensatory improvements to adjacent open space and Green Belt in a way which improves access for new and existing residents.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

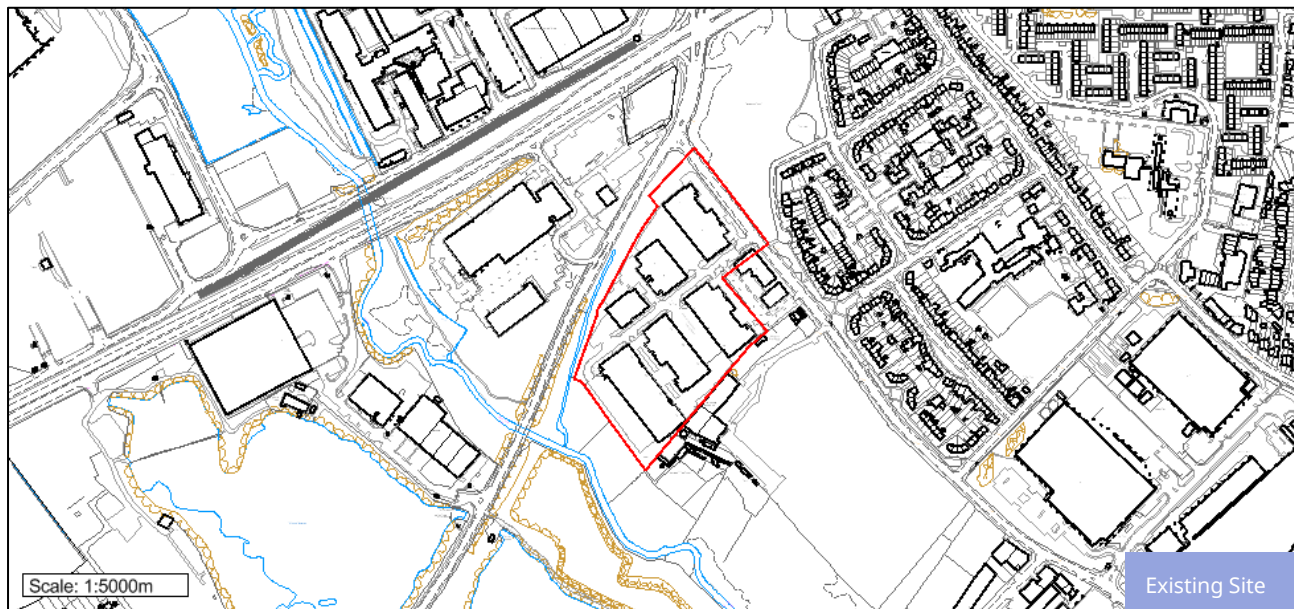
## 42 - LAND AT BEDFONT LAKES (WEST) 753 STAINES ROAD, FELTHAM



Address	753 Staines Road, Feltham, Bedfont Ward, TW14 8RH		
Place	Heathrow Gateway	Site Size	6.8 Ha
PTAL 2018	1b	Existing Use	Open Land
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		
<b>Minimum Development Quantum</b>			
Residential Units	140	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

<b>Development Details</b>	
Key Proposal	<b>Bedfont Lakes West will be developed preceding the provision of Bedfont Station with new homes</b>
Land Uses	Residential (C3) and Open Space.
Movement and Access	<p>Primary vehicular access to the site should be from Ascot Road. Pedestrian and cycle access should be from Ascot Road and the A30 and development should provide high quality and accessible walking and cycling routes through the site linking the proposed Hotel Site, Clockhouse Lane and Bedfont Lakes Country Park in the east to the A30 and the Heathrow Gateway site to the north.</p> <p>The healthy streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation, improve the connectivity of the site and increase its PTAL.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Development of the site for residential development. New dwellings should be in conformity with the Heathrow Gateway Place Policy, and should apply the agent of change principle when proposing development on areas of the site bounding designated employment areas. Development should support improvement in access to adjacent green belt and enable its provision as public space and green link between the Bedfont Lakes Country Park and Heathrow Gateway.</p> <p>The site is in an area of very poor PTAL therefore any residential development on the site should be delivered in consideration with the provision of the Southern rail access and the new Bedfont station, or where other transport measures which improve the PTAL to a level that supports reduced or car-free residential development.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

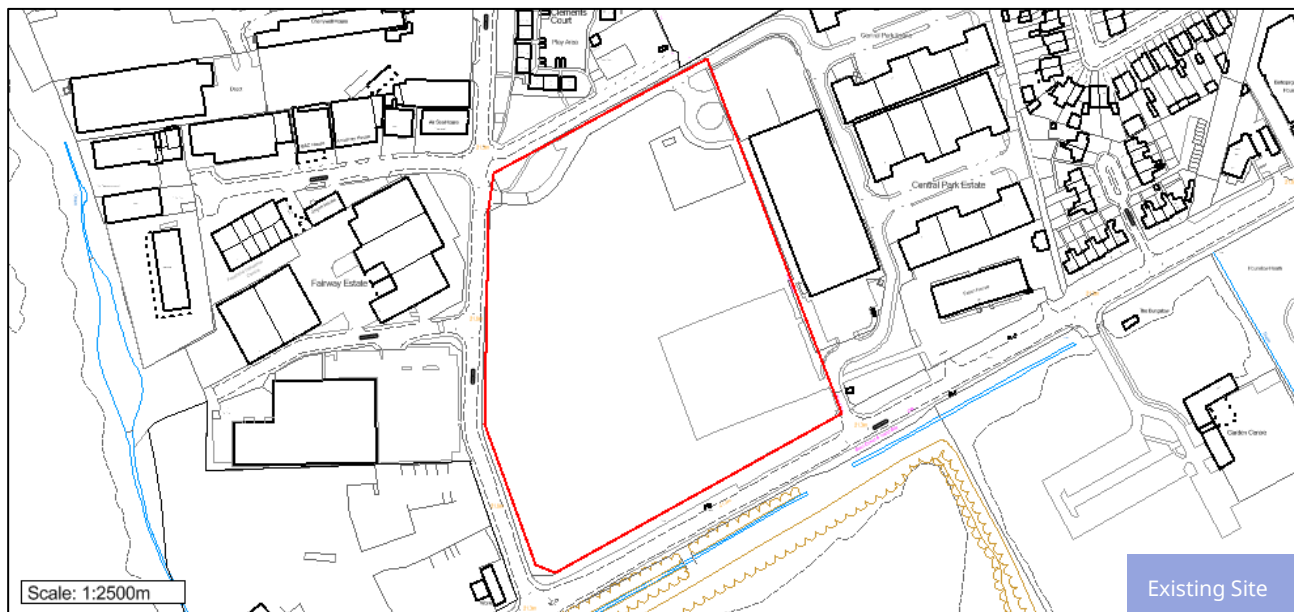
# 43 - HEATHROW INTERNATIONAL TRADING ESTATE



Address	Heathrow International Trading Estate, Green Lane, Cranford Ward, TW6 6HB		
Place	Cranford and Heston	Site Size	5.4 Ha
PTAL 2018	1b	Existing Use	Mixed use light industrial (B1c, B8), office (B1a on Industrial estate), green space around site fringe
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and consider the impact on development of existing occupiers in accordance with the agent of change principle.. Part of site within Flood Zone 3a and Flood Zone 2 development will be subject to the sequential test. Area of Special Advertisement Control: advertisements are subject to special conditions within this area (see Local Plan policy CC5); Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development. Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M076 The Crane Corridor); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy). Infrastructure: National Grid High Voltage Underground Electricity transmission cable (Ealing-Laleham 2 Cable Section 22 ET377). Statutory safety clearances between overhead lines, the ground, and built structures must not be infringed.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8) (Sqm)	18000
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Heathrow International Trading Estate will be redeveloped to provide new industrial business space and units to support the borough's future employment needs.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Access to the site should be maintained from Green Lane with any proposed vehicular access to the A312 to be agreed with TfL and should be designed to minimise impact on active travel modes and should contribute towards meeting the modal shift targets in the London Transportation Plan by providing safe and pedestrian friendly walking and cycling accesses and routes to and from nearby centres and public transport hubs, and rebalancing design in favour of pedestrians and cyclists to the site through features such as pavement width, separated routes, landscaping, lighting and other measures.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment and intensification of industrial uses should demonstrate an increased floorspace provision on site as well as increased employment densities. Development should support function, attractiveness and competitiveness of the location for employment by integrating with and not harming the function of adjacent employment sites. Development should improve quality and public access to on site and adjoining Green Belt, MOL and/or Open space, with a green buffer created between the developable portion of the site and areas of designated open space.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

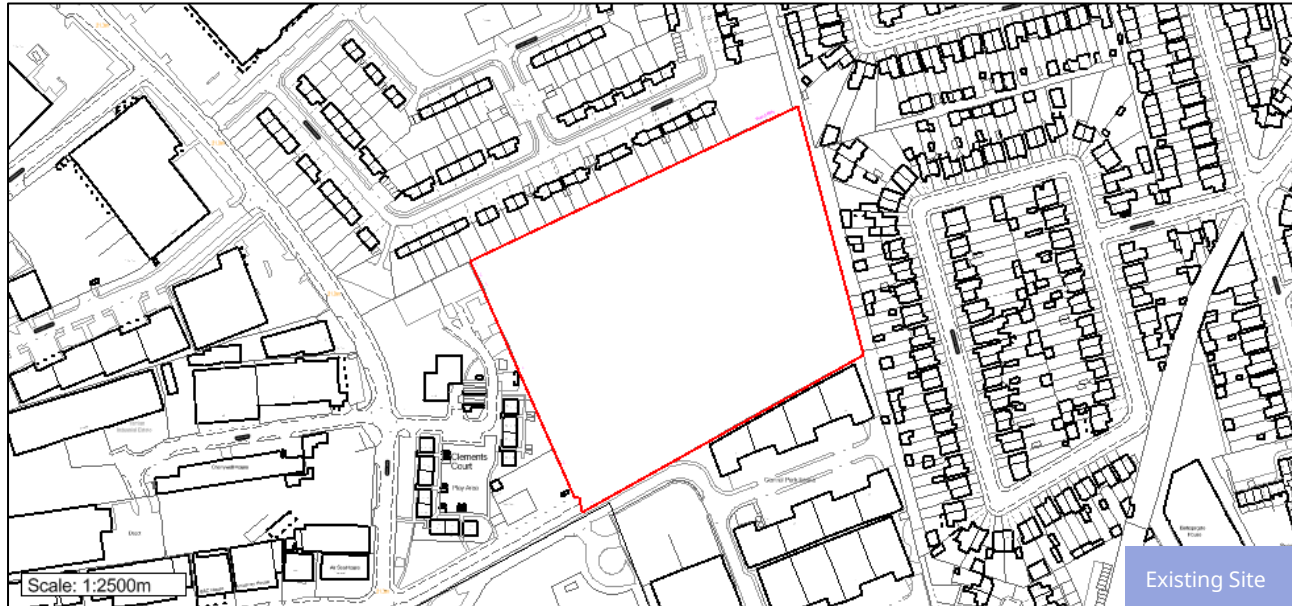
# 44 - CENTRAL PARK TRADING ESTATE



Address	Central Park Trading Estates, Staines Road, Cranford Ward, TW4 5DJ		
Place	Cranford and Heston	Site Size	4.1 Ha
PTAL 2018	2/1b	Existing Use	Green space and car park
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and consider the impact on development of existing occupiers in accordance with the agent of change principle.. Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M081 Hounslow Heath); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy); Tree Protection Order (TPO): Several Trees on this Site are subject to TPOs.</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Site is Green Belt which was assessed in the Green Belt Review Stage 2 (SA8c) and is proposed to be released.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	5850
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

<b>Development Details</b>	
Key Proposal	<b>Central Park Trading estate will be redeveloped and expanded to provide new industrial business space and units to support the borough's future employment needs.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from a new or improved access from Green Lane, sited an appropriate distance from the junction with Staines Road and/or by improvements to the shared access to Staines Road (A315) with Eaton House. Vehicular access should be designed to minimise impact on active travel modes. Vehicular access to Green Lane should be designed with the possibility of sharing access with the adjoining site (Land at Green Lane) Pedestrian and cycle access should be provided from Green Lane and Staines Road.</p> <p>Development should provide new and improved routes within and around the site for pedestrians and cyclists including links to public transport nodes and services, etc. Roads within the site should be designed to provide safe and legible walking and cycling access. Development should contribute towards improved public transport accessibility to reduce the need for employees to travel by car and should seek to increase the PTAL of the site. Development should be designed in accordance with Healthy Streets principles. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of site for industrial uses in a way which optimises employment densities on the site. Development should support function, attractiveness and competitiveness of the location for employment by integrating with and not harming the function of adjacent employment sites, have regard to proposals for the adjacent Green Lane site. Development should improve quality of on site and adjoining Green Belt, MOL and/or Open space, with an appropriate buffer created between the developable portion of the site and areas of designated open space. Contributions will be sought for compensatory improvements to remaining Green Belt land.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 45 - LAND AT GREEN LANE



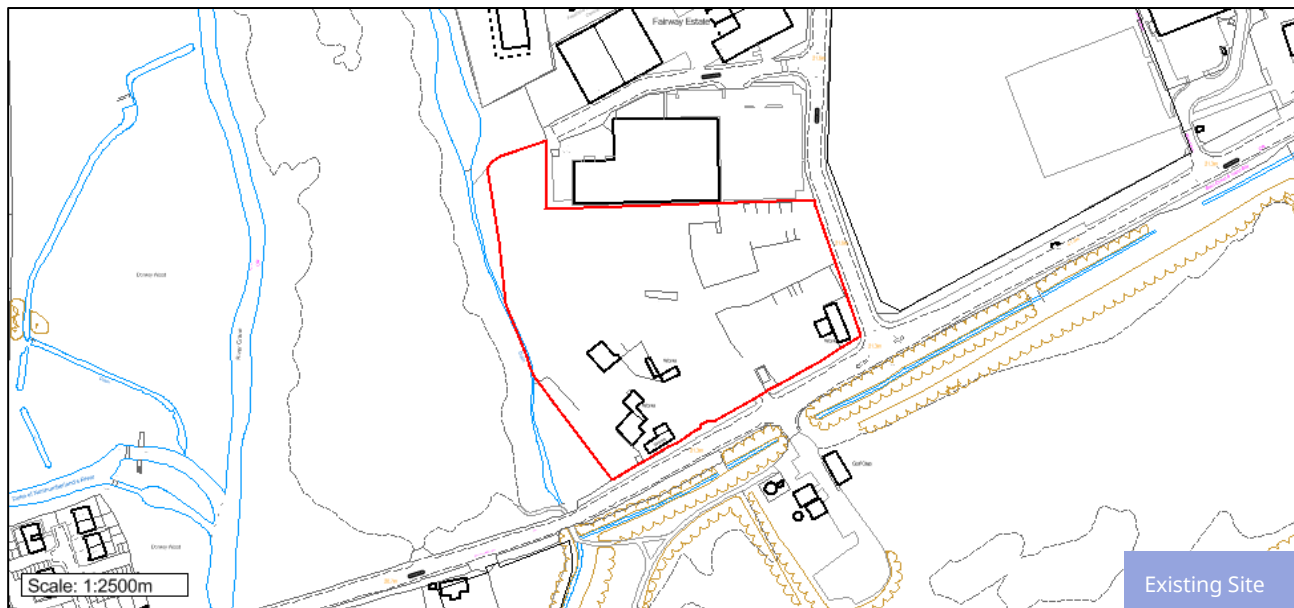
Address	Land at Green Lane, Hounslow, Cranford Ward, TW4 5DJ		
Place	Cranford and Heston	Site Size	3.1 Ha
PTAL 2018	2/1b	Existing Use	Vacant Land
Ownership	Public	Site Source	Call for Sites 2016

Planning Designations	Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		
-----------------------	---	--	--

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	10270
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

<b>Development Details</b>	
Key Proposal	<b>Land at Green Lane will be redeveloped to provide new industrial business space and units to support the borough's future employment needs.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Appropriately designed vehicular, pedestrian and and cycle access to the site should be from from Green Lane taking into account access to adjoining sites, in particular having regard to the safety of pedestrians and cyclists. Vehicular access should be designed to minimise impact on active travel modes and where appropriate should be shared with adjoining commercial developments.</p> <p>Development should provide new and improved routes within and around the site for pedestrians and cyclists including links to public transport nodes and services, etc. Roads within the site should be designed to provide safe and legible walking and cycling access. Development should contribute towards improved public transport accessibility to reduce the need for employees to travel by car and should seek to increase the PTAL of the site. Development should be designed in accordance with Healthy Streets principles. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of site for industrial uses. Development should support function, attractiveness and competitiveness of the location for employment by integrating with and not harming the function of adjacent employment sites, and should have regard to proposed development on the adjacent Central Park Trading Estate site. Development should mitigate any negative impact on adjoining Green Belt, MOL and/or open space, with a green buffer created between the developable portion of the site and areas of designated open space.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 46 - RON SMITH RECYCLING, GREEN LANE



Address	St Albans Farm, Staines Road, Cranford Ward, TW14 0HH		
Place	Cranford and Heston	Site Size	2.5 Ha
PTAL 2018	2/1b	Existing Use	Recycling centre (B2)
Ownership	Private	Site Source	Local Plan Reg18 Consultation

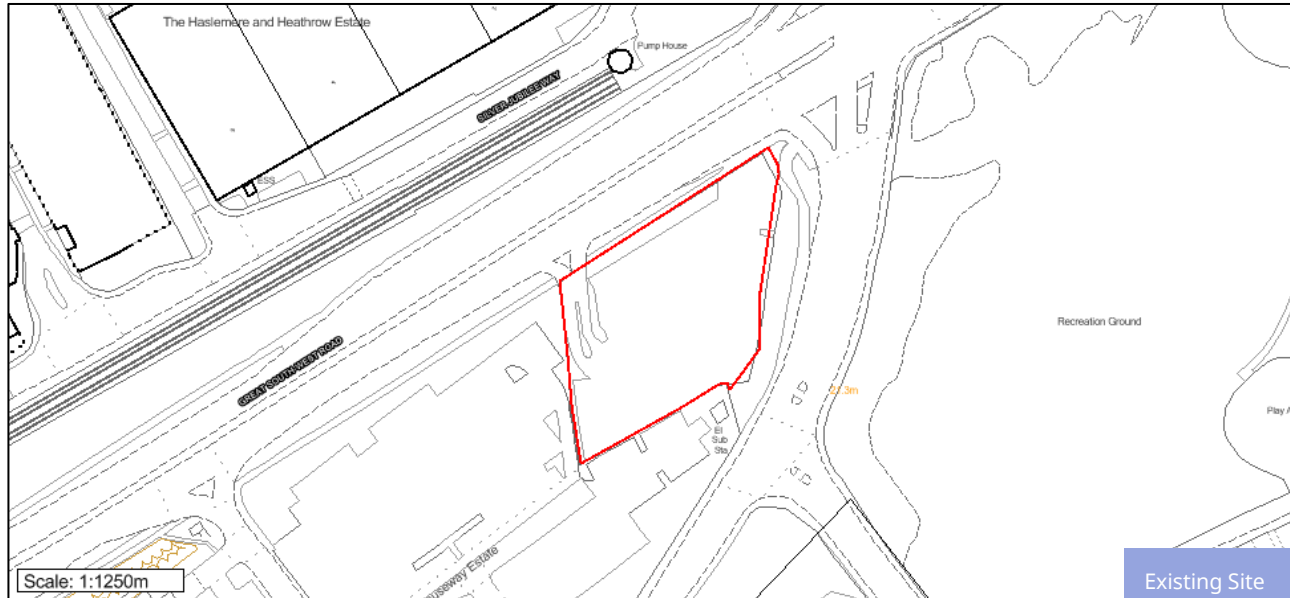
**Planning Designations**

Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and consider the impact on development of existing occupiers in accordance with the agent of change principle.. Site contains part of a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M076 The Crane Corridor); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy) Flood Zone: Part of site within Flood Zone 2; Development must provide a flood risk assessment as set out in policy EQ3 of the Local Plan or any superseding policy. Area of Special Advertisement Control: advertisements are subject to special conditions within this area (see Local Plan policy CC5). Site is within an Archaeological Priority Area (APA); a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy. Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development. Site is Green Belt which was assessed in the Green Belt Review Stage 2 (SA8b) and is proposed to be released.

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	8420

Phasing	2025-2030
<b>Development Details</b>	
Key Proposal	<b>The site at Green Lane will be redeveloped to provide more intensive industrial use and a broader range of uses as well as improved access and exit from the site.</b>
Land Uses	Waste Uses including, Industrial (B1c/B2/B8)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from an improved access from the A315 Staines Road sited an appropriate distance from the junction with Green Lane and the Hounslow Heath golf course site, and/or by a new access to Green Lane or Fairway Close. Vehicular access should be designed to minimise impact on active travel modes. A new vehicular access to Green Lane should be designed with the possibility of sharing access with the adjoining site in mind. Pedestrian and cycle access should be provided from Green Lane and Staines Road.</p> <p>Development should provide new and improved routes within and around the site for pedestrians and cyclists including links to public transport nodes and services, etc. Roads within the site should be designed to provide safe and legible walking and cycling access. Development should contribute towards improved public transport accessibility to reduce the need for employees to travel by car and should seek to increase the PTAL of the site. Development should be designed in accordance with Healthy Streets principles. Development should conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment and intensification of industrial and waste uses. Site is an identified waste site which takes on an apportionment of Hounslow's waste requirements under the West London Waste Plan and adopted London Plan. Development must ensure re-provision of waste uses on the site in order that the quantity of waste to be managed is equal to or greater than the current capacity and at least meet and exceed the maximum achievable throughput of the site proposed to be lost. Re-provision of another type of waste could be provided if this is higher in the waste hierarchy than existing provision. Proposals for the site will be referable to the Mayor if they do not comply with the requirements of the waste site designation or if it results in the loss of the waste site.</p> <p>If this is not possible on the site, an alternative site should be secured in the West London area (London Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow, Richmond upon Thames and Old Oak and Park Royal Development Corporation) meeting the above requirements before the site can be released for re-development. Re-provision of facility on an alternative site should meet the criteria set out in the new draft London Plan S18(D) and any further policy or guidance issued by the GLA.</p> <p>Development should be sensitive to and seek to enhance the SINCs to the west and south of the site, providing appropriate mitigation as necessary. Due to historic uses on this site a study to assess potential contamination should be carried out to identify any potential constraints or contamination of the site prior to any development. Contributions will be sought from development towards compensatory improvements to remaining Green Belt land. Development should strengthen the boundary of the site with the adjacent Green Belt on the western edge of the site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

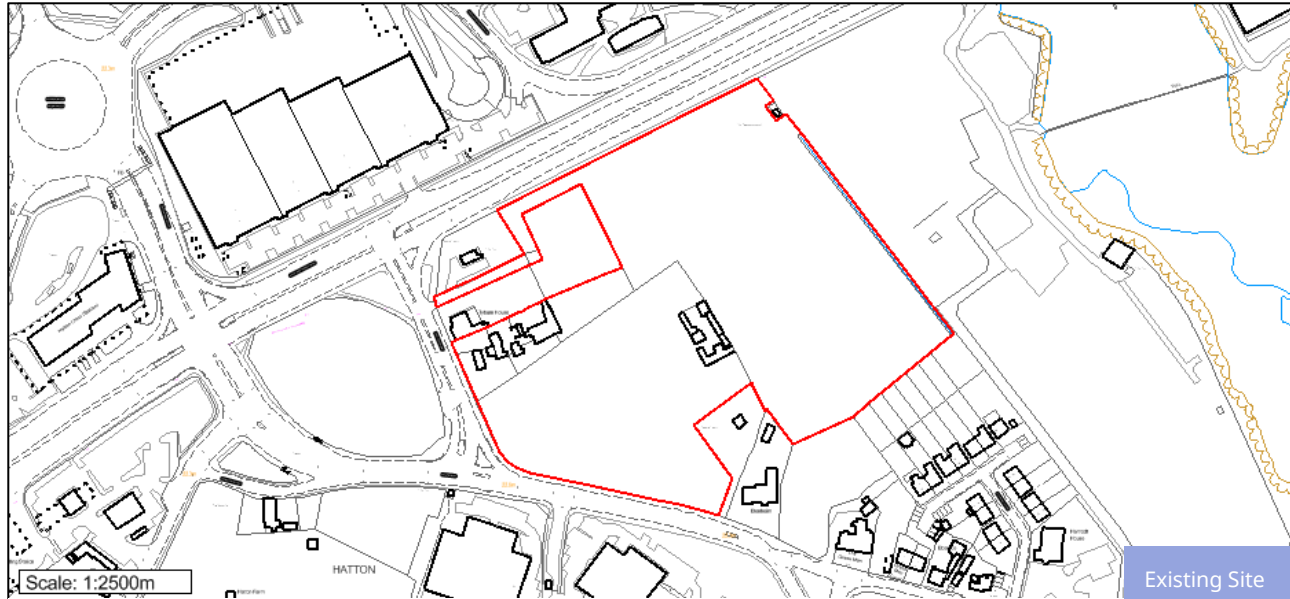
# 47 - 150-152 GREAT SOUTH WEST ROAD, CRANFORD



Address	Car Park, 150-152, Great South West Road, Cranford Ward, TW4 6JS		
Place	Cranford and Heston	Site Size	0.3 Ha
PTAL 2018	1b	Existing Use	Car park (Sui Generis)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and consider the impact on development of existing occupiers in accordance with the agent of change principle..</p> <p>Area of Special Advertisement Control: advertisements are subject to special conditions within this area (see Local Plan policy CC5).</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	1150
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

<b>Development Details</b>	
Key Proposal	<b>150-152 Great West Road will be redeveloped to provide new industrial business space and units to support the borough's future employment needs.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from an improved access from the A30 Great South West Road. Vehicular access should be designed to minimise impact on active travel modes. Pedestrian and cycle access should be provided to the Great South West Road and The Causeway.</p> <p>Development should provide new and improved routes within and around the site for pedestrians and cyclists including links to public transport nodes and services, etc. Roads within the site should be designed to provide safe and legible walking and cycling access. Development should contribute towards improved public transport accessibility to reduce the need for employees to travel by car and should seek to increase the PTAL of the site. Development should be designed in accordance with Healthy Streets principles. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment and intensification of industrial uses should demonstrate an increased floorspace provision on site as well as increased employment densities. Development should support the function, attractiveness and competitiveness of the location for employment by integrating with and not harming the function of adjacent employment sites. Development should improve quality of on site and adjoining Metropolitan Open Land, with a green buffer created between the developable portion of the site and areas of designated open space.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

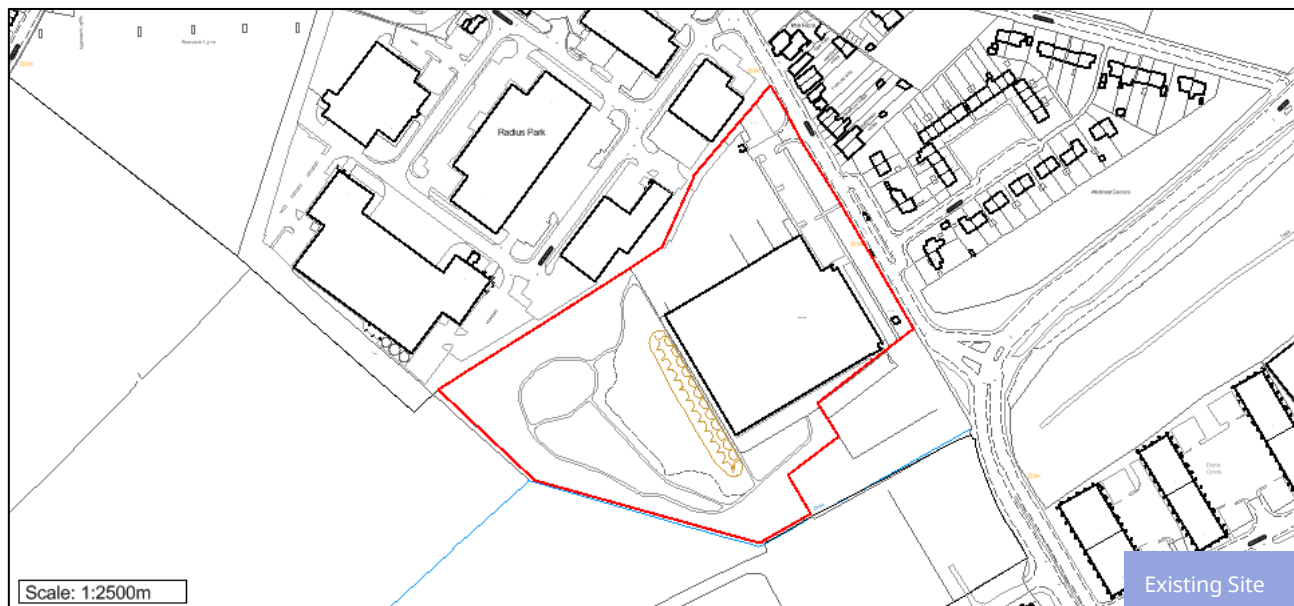
# 48 - VACANT LAND AT DICK TURPIN WAY



Address	Land r/o, Ciba House, Dick Turpin Way, Feltham North Ward, TW14 0PS		
Place		Site Size	3.79 Ha
PTAL 2018	4/3	Existing Use	Greenfield Open Land (pasture / agricultural), scrapyard (Sui Generis)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Site is Green Belt which was assessed in the Green Belt Review Stage 2 (SA10a) and is proposed to be released. Proposed Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and consider the impact on development of existing occupiers in accordance with the agent of change principle.. Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M076 The Crane Corridor); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 or any subsequent policy). Area of Special Advertisement Control: advertisements are subject to special conditions within this area (see Local Plan policy CC5). Part of site within the BAA Public Safety Zone (PSZ): No increase in the number of people living, working or congregating in the area, and reductions where opportunities arise. Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development. Infrastructure: High Voltage Underground Electricity transmission cable (Ealing–Laleham 2 Cable Section 19 ET378). The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	11900
Phasing	2020-2025		

Development Details	
Key Proposal	<b>The Site at Dick Turpin Way will be redeveloped to provide new industrial business space and units to support the borough's future employment needs.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from the A30 Great South West Road or Faggs Road. Vehicular access should be designed to minimise impact on active travel modes. Pedestrian and cycle access should be provided to the Great South West Road, Dick Turpin Way and Faggs Road. It should also contribute towards meeting the modal shift targets in the London Transportation Plan by providing safe and pedestrian friendly walking and cycling accesses and routes to and from nearby centres and public transport hubs, and rebalancing design in favour of pedestrians and cyclists to the site through features such as pavement width, separated routes, landscaping, lighting and other measures.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of vacant site for industrial uses, with development supporting the function, attractiveness and competitiveness of the location for employment. Development should improve quality and public access to on site and adjoining Green Belt, and be sensitive to and seek to enhance the SINCC to the east of the site, providing appropriate mitigation as necessary. Development should ensure it protects the amenity of properties on Faggs Road and Dockwell Close to prevent problems with overlooking and shadowing. Contributions will be sought from development towards compensatory improvements to remaining Green Belt land. Development should strengthen the boundary of the site with the adjacent Green Belt at the southern and eastern edges of the site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 49 - SITE AT FAGGS ROAD



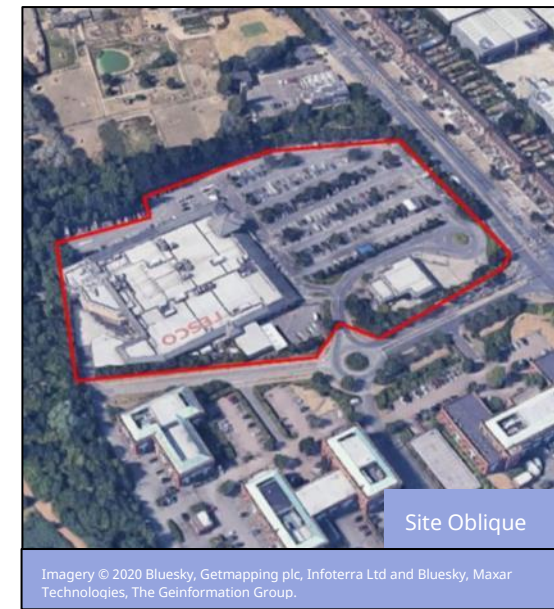
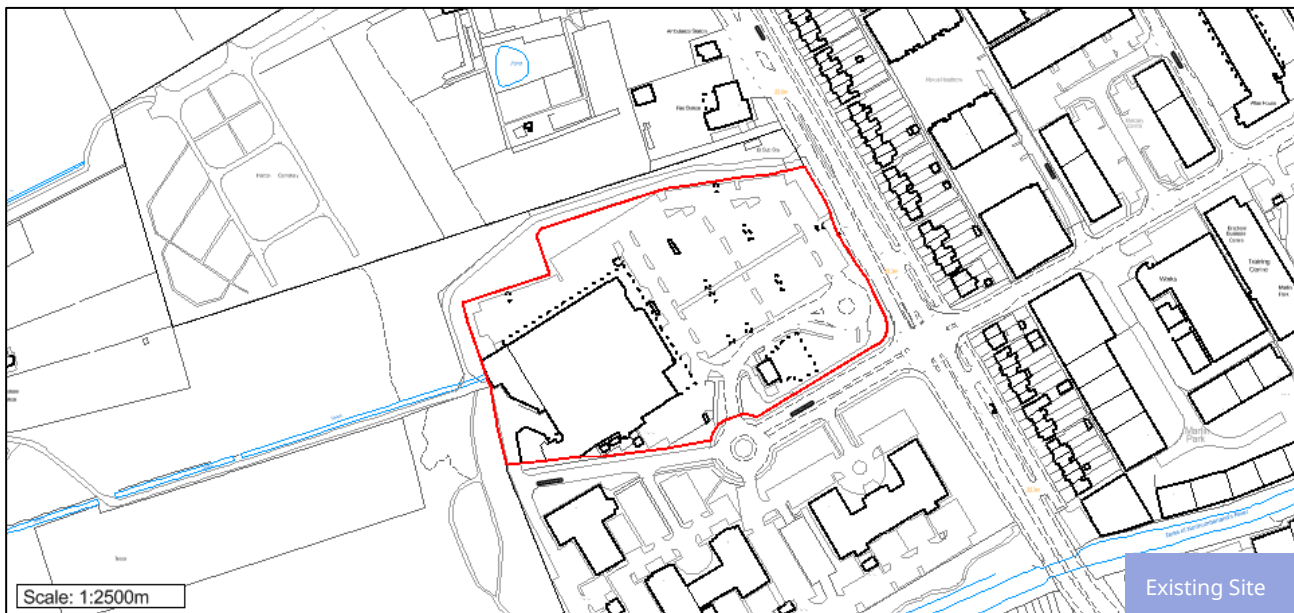
Address	145, London Road, Feltham North Ward, TW14 0LZ		
Place		Site Size	1.79 Ha
PTAL 2018	1b/2	Existing Use	Warehousing and Logistics (B8), vegetated open space
Ownership	Private	Site Source	Call for Sites 2016

Planning Designations	Proposed Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and consider the impact on development of existing occupiers in accordance with the agent of change principle..		
	Area of Special Advertisement Control: advertisements are subject to special conditions within this area (see Local Plan policy CC5). Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		
	Part of site within the BAA Public Safety Zone (PSZ): No increase in in the number of people living, working or congregating in the area, and reductions where opportunities arise.		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	5950
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>The site at Faggs Road will be extended to provide additional industrial business space and units to support the borough's future employment needs.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Access to the site should be provided from Faggs Road, and should contribute towards meeting the modal shift targets by providing safe and pedestrian friendly walking and cycling accesses and routes to and from the site through features such as pavement width, separated routes, landscaping, lighting and other measures. Development should facilitate a publically accessible walking and cycling route into the park at the rear of the site and consider how this could also integrate with routes to and from proposed development on the airport buisness park.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment and intensification of industrial uses should demonstrate an increased floorspace provision on site as well as increased employment densities. Development should support function, attractiveness and competitiveness of the location for employment by integrating with and not harming the function of adjacent employment sites, and seek to integrate with the adjacent Airport business park proposals. Development should improve the quality of the existing on site and adjoining open space, with a green buffer created between the developable portion of the site and areas of designated open space, and in order to protect the amenity of properties on Faggs Road and Dockwell Close to prevent problems with overlooking and overshadowing. Contributions will be sought from development on the former Green Belt portion of the site towards compensatory improvements to remaming Green Belt land.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 50 - TESCO DUKES GREEN AVENUE



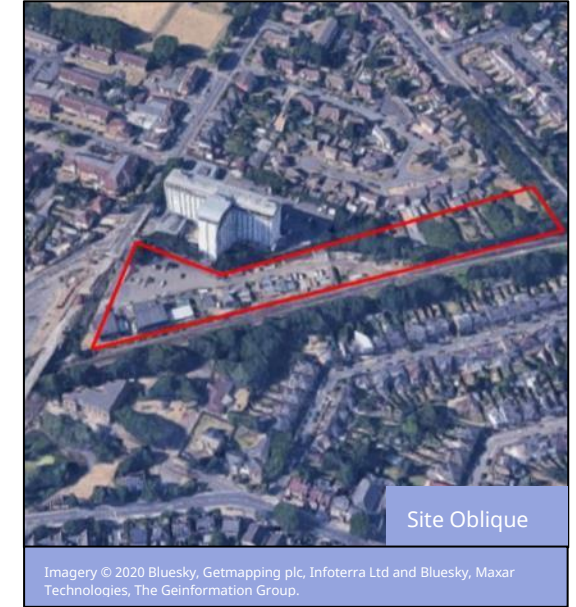
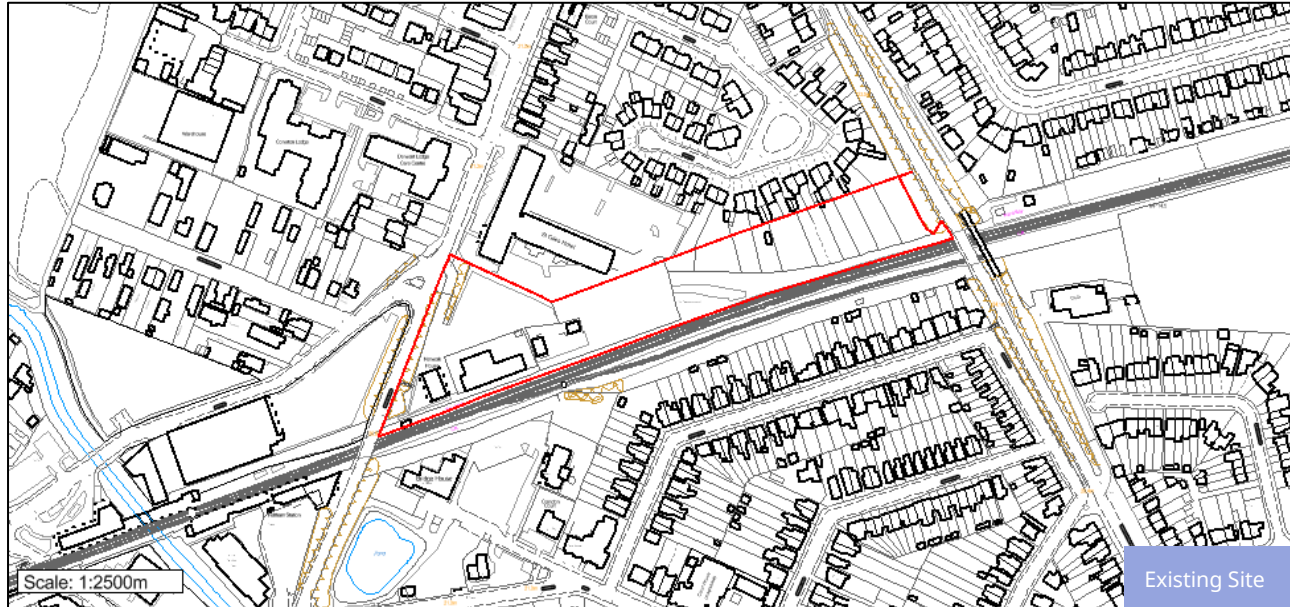
Address	Tesco, Dukes Green Avenue, Feltham North Ward, TW14 0LH		
Place		Site Size	2.8 Ha
PTAL 2018	1b/2	Existing Use	Retail Superstore (A1) and associated parking
Ownership	Private	Site Source	Call for Sites 2016

Planning Designations	<p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI18) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy).</p> <p>Area of Special Advertisement Control: advertisements are subject to special conditions within this area (see Local Plan policy CC5).</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Noise; Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy.</p>		
-----------------------	--	--	--

Minimum Development Quantum			
Residential Units	210	Retail(A1-A4) (Sqm)	5710
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2025-2035		

<b>Development Details</b>	
Key Proposal	<b>Tesco Dukes Green will be redeveloped to provide a new retail unit combined with new homes and open space.</b>
Land Uses	Large Format Retail (A1), Residential (C3) and open space.
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Dukes Green Avenue. Vehicular access should be designed to minimise impact on active travel modes. Pedestrian and cycle access should be provided to Dukes Green Avenue, The Causeway and adjoining public footpaths. The development layout should support the creation of legible streets, which prioritise active travel and enhance wayfinding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Roads within the site should be designed to provide safe and legible walking and cycling access. There should be clear delineation between commercial and residential development. Development should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity and PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Retention of existing retail delivering the minimum quantum of retail floorspace, with residential units. Development should apply the agent of change principle in relation to adjacent industrial land, including proposals for the Airport Business Park to ensure the development does not prejudice uses proposed on these sites, and should ensure it protects the continued operation of the office and law court uses to the south of Dukes Green Avenue. Development should improve quality and public access to on site and adjoining Local Open space with a green buffer created between the developable portion of the site and areas of designated open space.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 51 - NETWORK HOUSE FELTHAM



Address	Network House, Hounslow Road, Feltham North Ward, TW14 9DE		
---------	--	--	--

Place	Feltham	Site Size	1.5 Ha
-------	---------	-----------	--------

PTAL 2018	3/4	Existing Use	Railway Signal and Maintenance Depot
-----------	-----	--------------	--------------------------------------

Ownership	Private	Site Source	Feltham Masterplan (2017)
-----------	---------	-------------	---------------------------

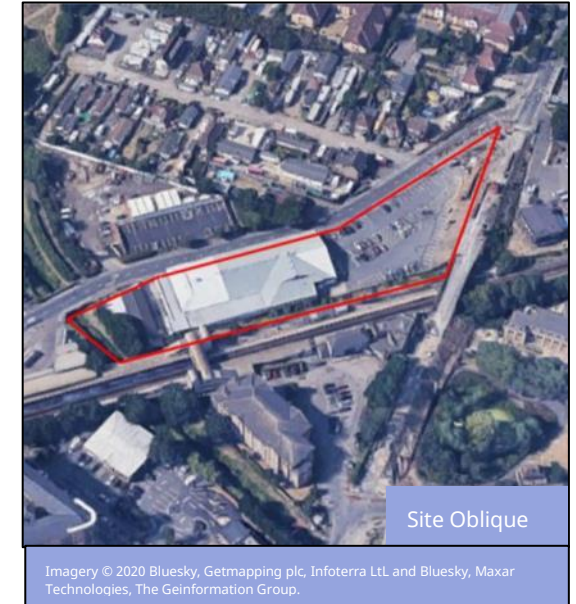
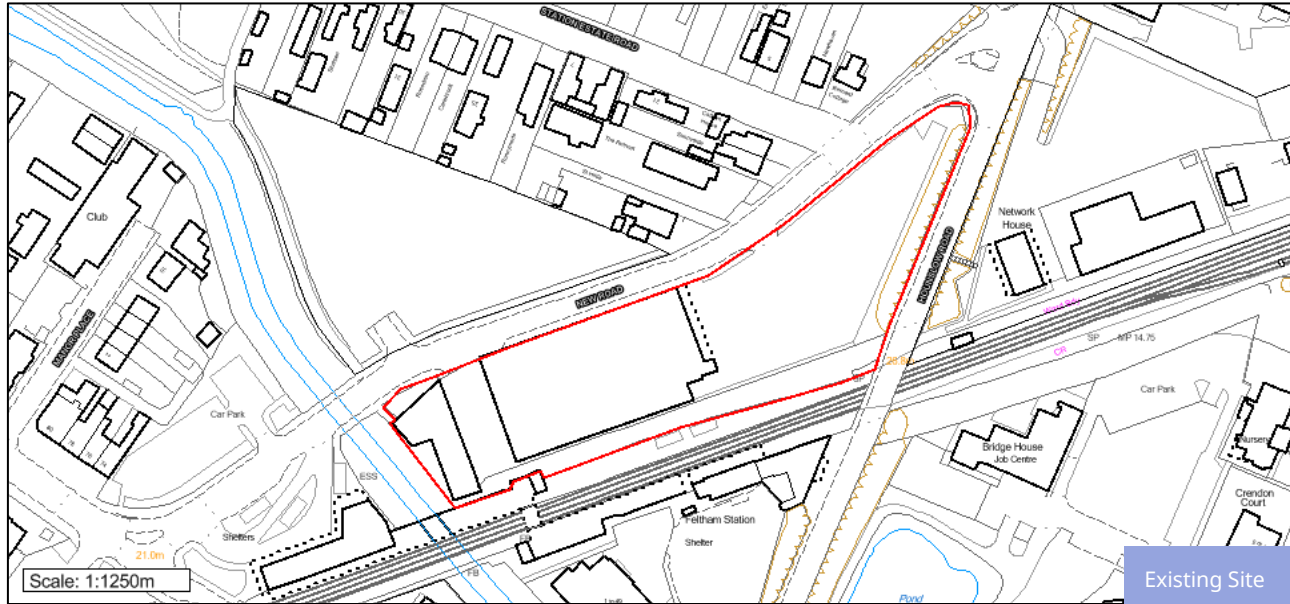
Planning Designations	Site is adjacent to Feltham Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2);		
	Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade II (HoBII14); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 or any subsequent policy)		
	Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

## Minimum Development Quantum

Residential Units	200	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Health/Community (D1) (Sqm)	
Assembly/Leisure (D2) (Sqm)		Parking (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Network House will be redeveloped for housing as a part of the station quarter.</b>
Land Uses	Residential (C3), Open Space.
Movement and Access	<p>Appropriately designed vehicular access to Network House should be facilitated provided from Hounslow Road. Pedestrian and cycle access should be provided to Hounslow Road and Harlington East Road, with a high quality and well designed link through the site that connects to Feltham Station and Town centre .</p> <p>The development layout should support the creation of legible streets, which prioritise active travel and enhance wayfinding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site for residential development. The development should seek to optimise density, with the height of new development in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character and good street enclosure, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character. Any taller element should demonstrate a positive relationship with the St Giles Hotel and contribute to place making. Views towards St Catherine’s Spire should be retained and enhanced.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

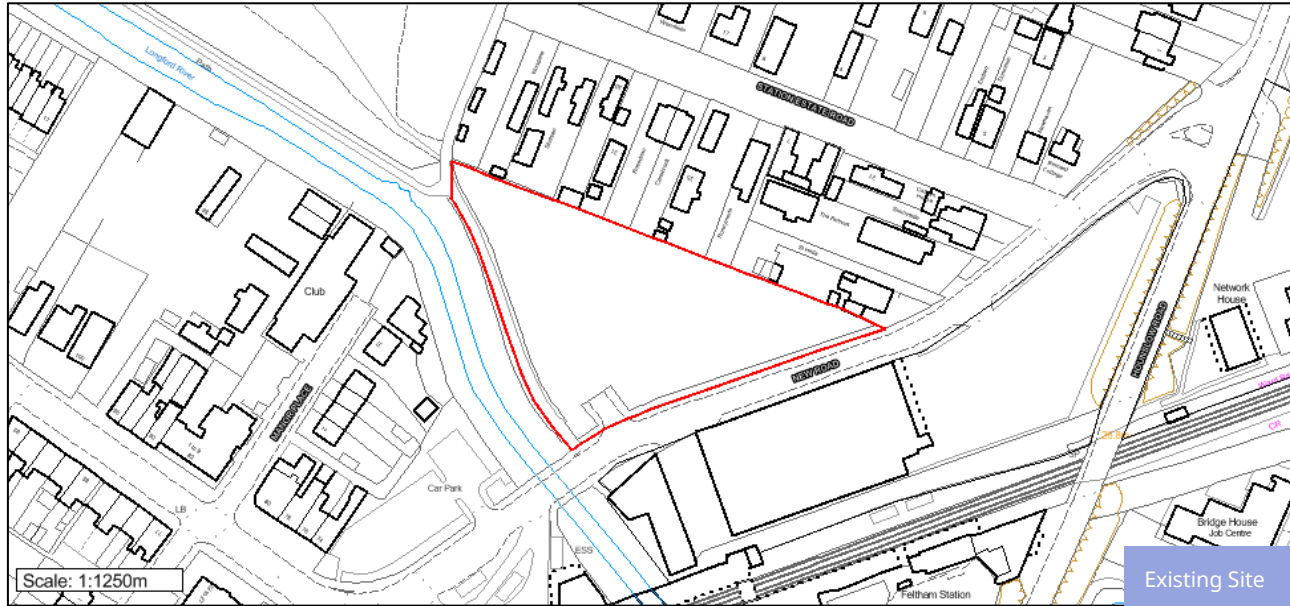
## 52 - LIDL FELTHAM



Address	Lidl, New Road, Feltham, Feltham North Ward, TW14 9BG		
Place	Feltham	Site Size	0.7 Ha
PTAL 2018	4	Existing Use	Retail superstore (A1), parking
Ownership	Private	Site Source	Feltham Masterplan (2017)
Planning Designations	<p>Feltham Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2);</p> <p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI17); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 or any subsequent policy)</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	220	Retail(A1-A4) (Sqm)	2450
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Lidl Feltham will be redeveloped to provide a new supermarket combined with new homes as part of the station quarter</b>
Land Uses	Retail (A1-A4), Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access to Lidl should be provided from New Road. Pedestrian and cycle access should be provided to New Road and Hounslow Road with a high quality and well designed link through the site to connect areas north of the town centre to Feltham Station.</p> <p>The development layout should support the creation of legible streets, which prioritise active travel and enhance wayfinding and the overall character of the urban form. Commercial and residential development should be clearly separated.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to create a mixed use retail and residential development, with a single large ground floor retail unit (A1) with appropriate level of car parking provision. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character and provide improved public realm along New Road. Views towards St Catherine's Spire should be retained and enhanced.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 53 - NEW ROAD TRIANGLE

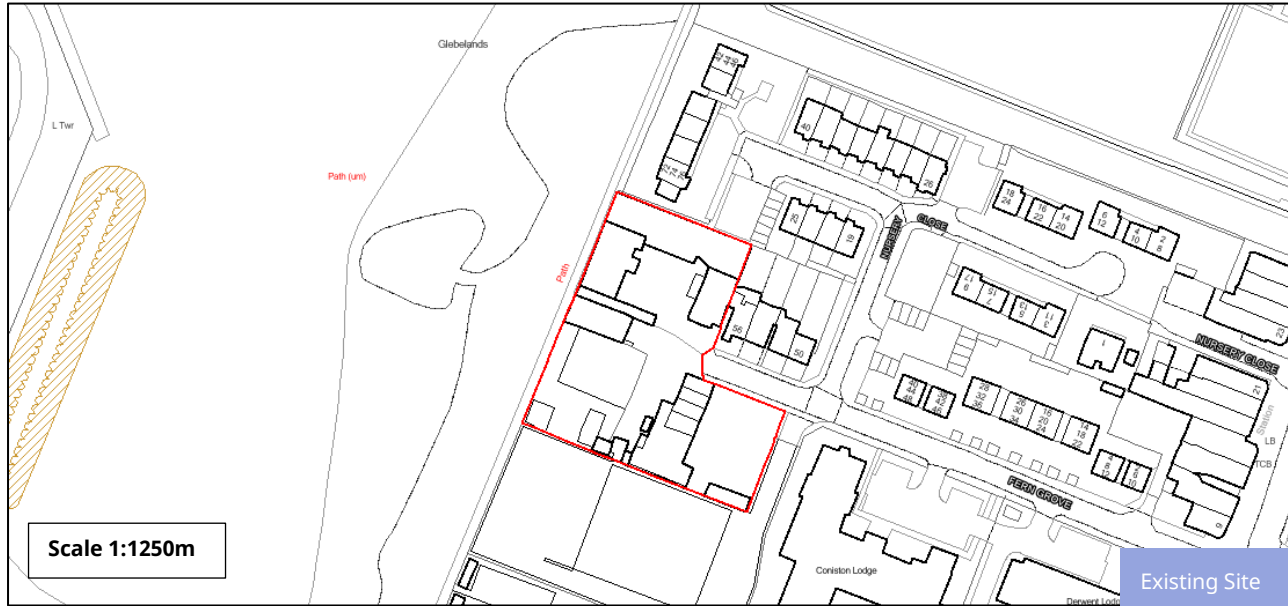


Address	New Road Car Park, New Road, Feltham, Feltham North Ward, TW13 4BY		
Place	Feltham	Site Size	0.4 Ha
PTAL 2018	4	Existing Use	Car Park
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Feltham Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2); Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI17); development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 or any subsequent policy)</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	110	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Health/Community (D1) (Sqm)	
Assembly/Leisure (D2) (Sqm)		Parking (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>New Road Car Park will be redeveloped for housing and create a new entrance to Feltham Arenas as part of the Station Quarter</b>
Land Uses	Residential (C3) and Open Space
Movement and Access	<p>Appropriately designed vehicular access to New Road Triangle should be provided from New Road. Pedestrian and cycle access should be provided to New Road with a high quality and well designed link through the site to connect Feltham Arenas to the town centre and Feltham Station.</p> <p>The development layout should support the creation of legible streets, which prioritise active travel and enhance wayfinding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site. Development should support improvements to legibility on New Road.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site for residential development. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character for the area including improvements to the public realm along new road. The development should optimise density, while ensuring that regard is had to the amenity of the adjacent Station Lane estate. Development should step up from the existing height to form a sensitive and legible change in character, and protect the privacy of the yards on the estate. Any taller element should demonstrate a positive relationship with the adjacent river crane, and views towards St Catherine's Spire should be retained and enhanced, particularly from Feltham Arenas.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 54 – LAND AT FERN GROVE



Address	Land at 61 & JBL Fern Grove, Feltham, Feltham North Ward, TW14 9AY		
Place	Feltham	Site Size	0.24 Ha
PTAL 2018	4	Existing Use	Light Industrial
Ownership	Private	Site Source	Feltham Masterplan (2017)

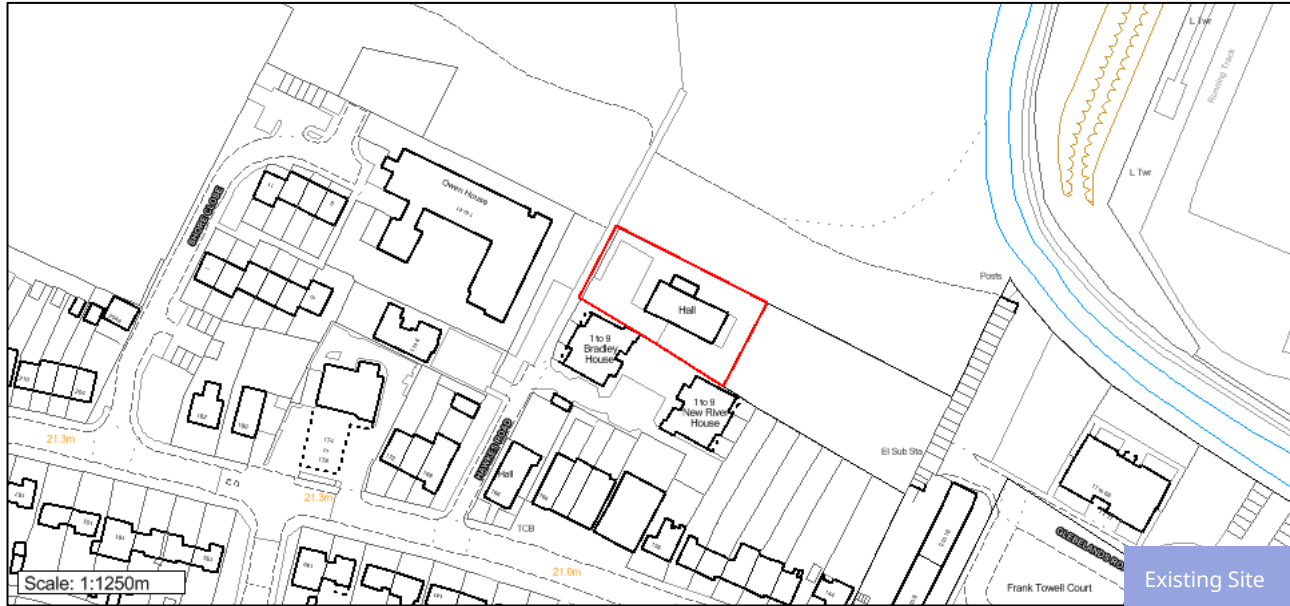
**Planning Designations**

Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.

Minimum Development Quantum			
Residential Units	60	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Land at Fern Grove will be redeveloped for housing.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Appropriately designed access to 61 Fern Grove should be provided from Fern Grove and be designed to allow access to be shared with the adjacent site. A high quality and well designed pedestrian and cycle link through the site should connect Fern Grove to Glebelands, Feltham Arenas, the town centre and Feltham Station.</p> <p>The development layout should support the creation of legible streets, which prioritise active travel and enhance wayfinding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site for residential development. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character for the area including improvements to the public realm along Fern Grove. The development should optimise density, while ensuring it steps up from the existing predominant height to form a sensitive and legible change in character, and ensures it does not overshadow or overlook existing properties, or unduly restrict the potential to optimise density on adjacent development sites. Views towards St Catherine's Spire should be retained and enhanced, particularly from Feltham Arenas.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 55 - SCOUT HUT BEDFONT LANE



Existing Site



Site Oblique

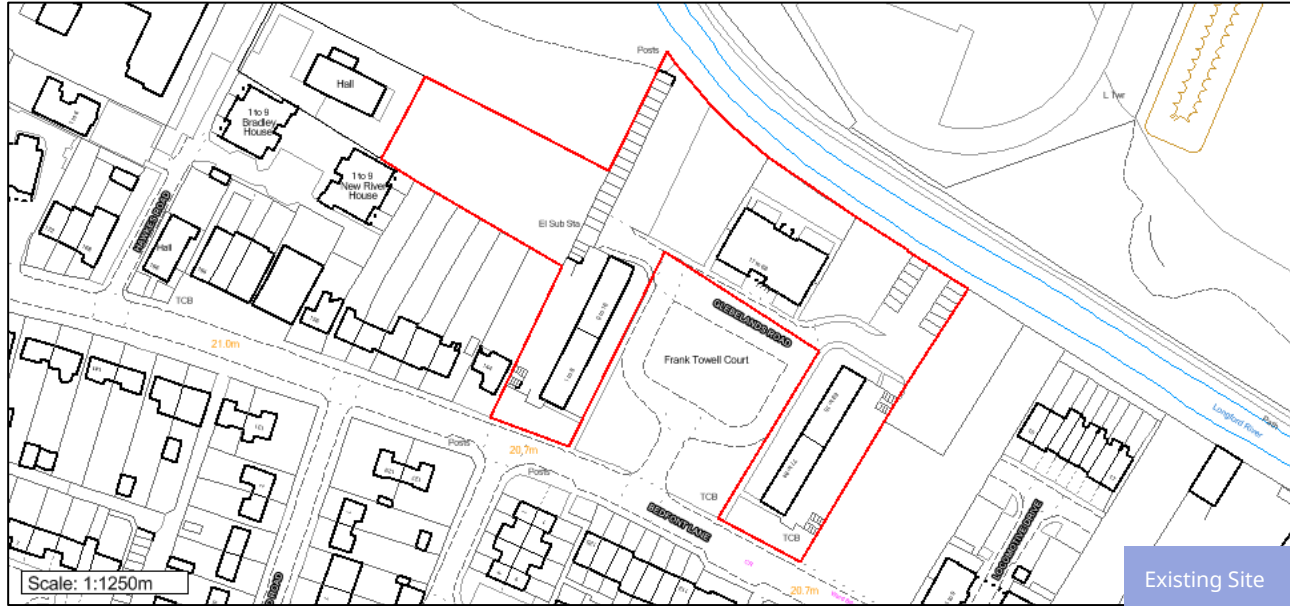
Imagery © 2020 Bluesky, Getmapping plc, Infoterra Ltd and Bluesky, Maxar Technologies, The Geinformation Group.

Address	Hawkes Rd, Feltham, Feltham North Ward, TW14 9AA		
Place	Feltham	Site Size	0.12 Ha
PTAL 2018	2	Existing Use	Scout hut (D2) and open land
Ownership	Private	Site Source	Feltham Masterplan (2017)
Planning Designations	Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	30	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	210	Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>The Scout Hut at Bedfont Lane will be redeveloped to deliver new housing</b>
Land Uses	Residential (C3), Community Use (D1).
Movement and Access	<p>Access to the site should be from Hawkes Road and facilitate the creation of a safe and high quality walking and cycling route through the site from Bedfont Lane to Feltham Arenas. The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity and PTAL of the site.</p> <p>The development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of site for residential development. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character with while ensuring that development adjacent to areas of different character steps up from existing predominant height in order to form a sensitive and legible change. Development should improve the quality of public access Feltham Arenas, and improve amenity of adjacent properties.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

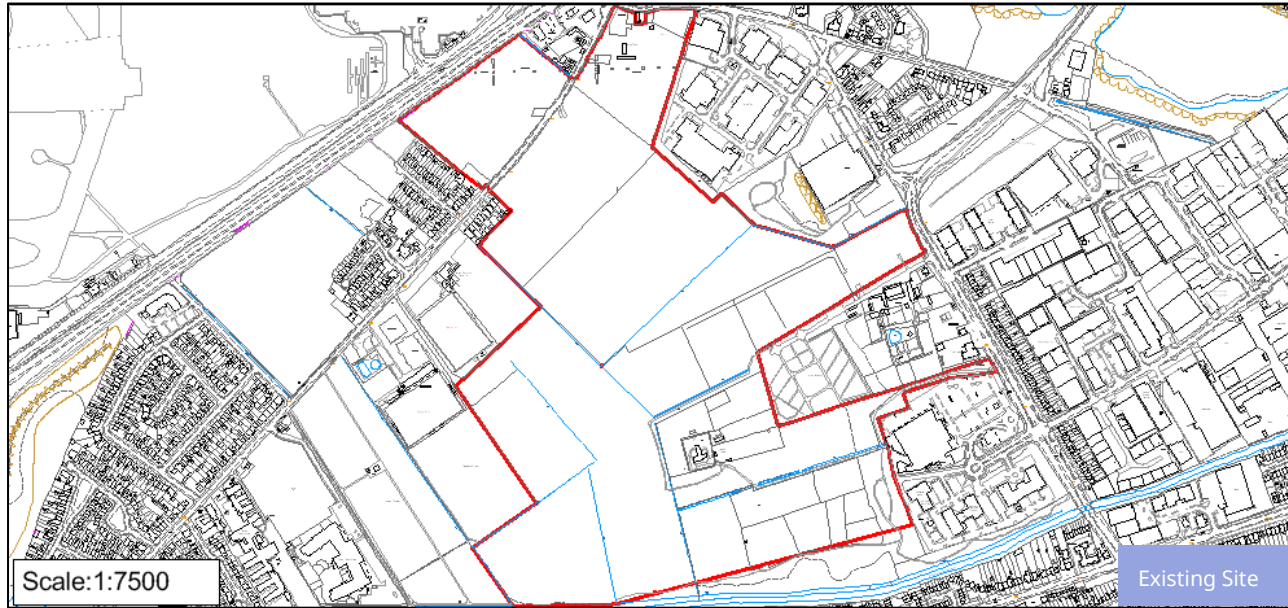
# 56 - LAND AT GLEBELANDS ROAD



Address	Land at Glebelands Road, Feltham, Feltham North Ward, TW14 9BN		
Place	Feltham	Site Size	0.2 Ha
PTAL 2018	2/3	Existing Use	Residential (C3)
Ownership	Private/Public	Site Source	Feltham Masterplan (2017)
Planning Designations	<p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) Borough Importance Grade I (HoBI17) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 and any subsequent policy)</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	70	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Sites at Glebelands road within the existing development will be redeveloped to provide new homes via sensitive infill development.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Vehicular access to the site should be from Glebelands with direct pedestrian and cycle access provided from Bedfont Lane linking through the site to the Duke of Northumberland's River. The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance wayfinding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity and PTAL of the site.</p> <p>The development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Partial redevelopment of site for infill residential development and extension of existing properties. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should optimise density and promote an urban character with good street enclosure, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character, in particular overlooking and overshadowing of existing adjacent residential development. Development should improve quality and public access to on site and adjoining open space, in order to protect the amenity of adjacent properties.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

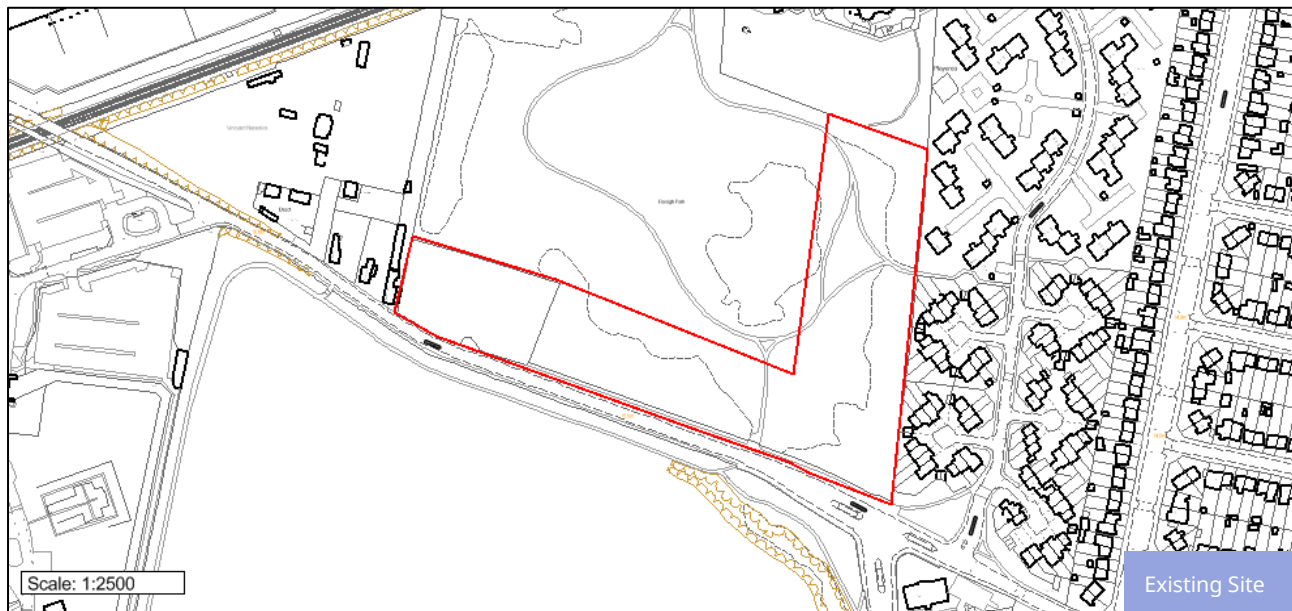
# 57 - AIRPORT BUSINESS PARK



Address	Land between Hatton Road, The Duke of Northumberland's River and Faggs Road, Feltham, Feltham North Ward, TW14 0LZ		
Place	Airport Business Park	Site Size	47.1 Ha
PTAL 2018	0/1a/1b/2	Existing Use	Open land
Ownership	Private	Site Source	WOB Capacity Study (2016)
Planning Designations	<p>Site contains a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI18): development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (See Local Plan policy GB7 or any subsequent policy); Area of Special Advertisement Control: advertisements should be avoided within this area (see Local Plan policy CC5). Proposed Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and should consider the impact of development on existing occupiers in accordance with the agent of change principle. Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development. Part of the site is within the BAA Public Safety Zone (PSZ). Development would need to accord with Place Policy P4 which requires developments to be in compliance with DfT circular 01/2010 (including any subsequent updates) regarding control of development in airport public safety zones. Site is Green Belt which was assessed in the Green Belt Review Stage 2 (RC11/SA11A) and is proposed to be released.</p>		
<b>Minimum Development Quantum</b>			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	145000
Phasing	2020-2030		

Development Details	
Key Proposal	<b>Airport business park will form a major new industrial area to support Hounslow's employment needs over the plan period, combining modern, high density warehousing with high quality infrastructure.</b>
Land Uses	Industrial (B1c/B2/B8)
Movement and Access	<p>Development should ensure that access routes provide adequate capacity for proposed development through appropriate design. Development should contribute towards meeting the modal shift targets in the London Transportation Plan by providing safe and pedestrian friendly walking and cycling accesses and routes to and from business units and nearby centres and public transport hubs, and ensuring that design works in favour of pedestrians and cyclists through features such as pavement width, separated routes, landscaping, lighting and other measures, and should support public access to the adjacent local open space through provision of cycle and walking routes.</p> <p>The development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of land for industrial uses as a major new logistics and industrial business park. Development should optimise employment floorspace and job density, and should support the function, attractiveness and competitiveness of the location for employment by integrating with and not harming the function of adjacent employment sites. The height of new development must mitigate any impact on the functioning of communications infrastructure for Heathrow Airport. Where development would result in the loss of part of sites of Importance for nature Conservation (SINCs), development should secure a net increase in biodiversity through provision of improvements to other local sites. Development should seek to improve quality and public access to on site and adjoining Local Open Space with a green buffer created between the developable portion of the site and areas of designated open space, which secures a sense of openness on these spaces, and in order to prevent overlooking and overshadowing where adjacent to residential areas. Proposals on the parts of the site subject to minerals safeguarding must ensure prior extraction of aggregate resource in advance of development.</p> <p>Contributions will be sought from development on the former Green Belt portion of the site towards compensatory improvements to remaining Green Belt land.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

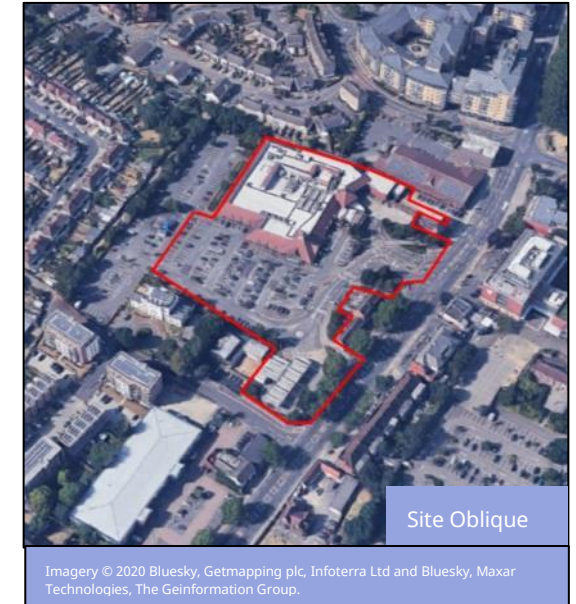
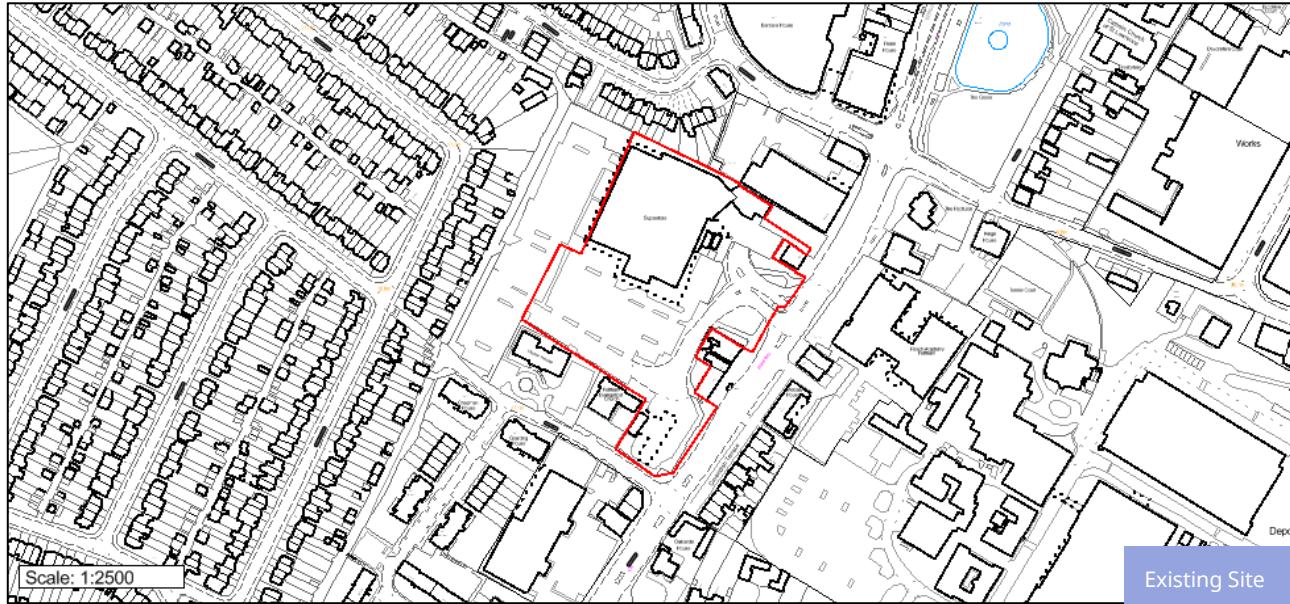
# 58 - LOWER FELTHAM WEST



Address	Land at Raleigh Park, Bedfont Road, Feltham West Ward, TW13 4TA		
Place	Bedfont Neighbourhoods	Site Size	2.3 Ha
PTAL 2018	1a/1b	Existing Use	Open land
Ownership	Public	Site Source	WOB Capacity Study (2016)
Planning Designations	<p>Site contains part of a Site of Importance for Nature Conservation (SINC) of Local Importance (HoL07) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (See Local Plan policy GB7 or any subsequent policy). Area of Special Advertisement Control: advertisements should be avoided within this area (see Local Plan policy CC5); potential contamination from previous land use may require site remediation.</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Site is Green Belt which was assessed in the Green Belt Review Stage 2 (SA16a) and is proposed to be released.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	130	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2035		

Development Details	
Key Proposal	<b>Lower Feltham West will be redeveloped to provide an improved and more accessible Raleigh Park and new homes.</b>
Land Uses	Residential (C3) and Open Space
Movement and Access	<p>Appropriately designed vehicular access arrangements to the site should be facilitated from Bedfont Road, and should seek to minimise intrusion of roads into the site as well as minimising the number of access points from Bedfont Road. Vehicular access should be designed to minimise impact on active travel modes. Development should facilitate the creation of safe and pedestrian friendly walking and cycling routes across the site and into Raleigh Park from Redford Road, Bedfont Road and where possible other locations designed to maximise legibility and accessibility of the park. The layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site. The development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Limited redevelopment of the site to introduce residential development. Development proposals must be comprehensive for entire site and should seek to provide an attractive and sensitive boundary to the park which maintains a sense of openness and enables greater access for occupiers of both new and existing development. The height of new development should start from the predominant character of the area when developing densities, and should be of a consistent style as to form a legible change in character. Development will only be acceptable where proposals would deliver contributions which support significant enhancements to the quality and amenity of Raleigh Park which balance against the amenity of the existing park and provision of a new walking and cycling link across the railway. Development should be particularly sensitive where it interfaces with local open space and Green Belt, and will be required to provide compensatory improvements to adjacent open space and Green Belt in a way which improves access for new and existing residents.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

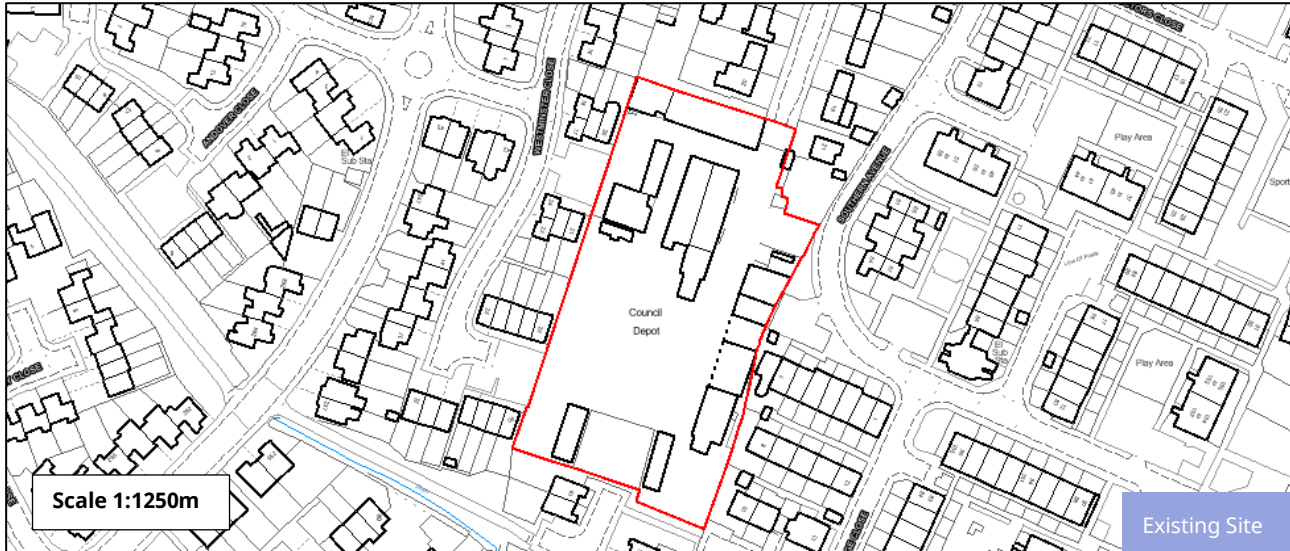
# 59 - TESCO FELTHAM



Address	98 High St, Feltham, Feltham West Ward, TW13 4EX		
Place	Feltham	Site Size	1.7 Ha
PTAL 2018	2/3/4	Existing Use	Retail superstore (A1), parking
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Feltham Town Centre: development should contribute to the regeneration of the respective town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2); Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.;</p> <p>Secondary Shopping Frontage: The western elevation of the supermarket and petrol station are secondary shopping frontage see Local plan policy TC4.</p> <p>Conservation Area: development should take opportunities to preserve and enhance the character of the conservation area.</p> <p>Site is adjacent to a locally listed building: development should have regard to any harm to, or loss of, the significance of a non-designated heritage asset, including from both direct and indirect effects (see Local Plan Policy CC4). Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	170	Retail(A1-A4) (Sqm)	6430
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Tesco Feltham will be redeveloped to provide a new large floorplate retail unit (A1) with under-store parking, housing (C3) and a new public open space</b>
Land Uses	Retail (A1-A4), Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access to the Tesco site should be from Feltham High Street. The site layout should separate commercial traffic from residential areas and create clear, direct and high quality walking and cycling routes into the town centre. The development layout should support the creation of a network of legible streets, which follow the healthy streets approach and enhance way finding, permeability and contribute to an urban character.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to into the town centre and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site. The development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the remainder of the Tesco Site to create a mixed use retail and residential development, with a single large retail unit (A1). The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character, while ensuring that development steps up from existing predominant height or adjacent areas to form a sensitive and legible change in character. The development should have regard to the proposals comprising any existing permission for the West of the Tesco car park when developing layout and design to ensure developments form a continuous, permeable area. Development should respond sensitively to Feltham's historic fabric, especially Feltham Green conservation area to the North East.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

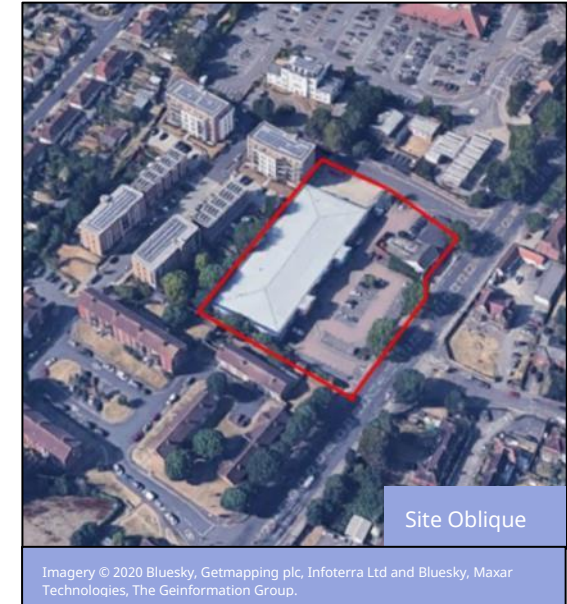
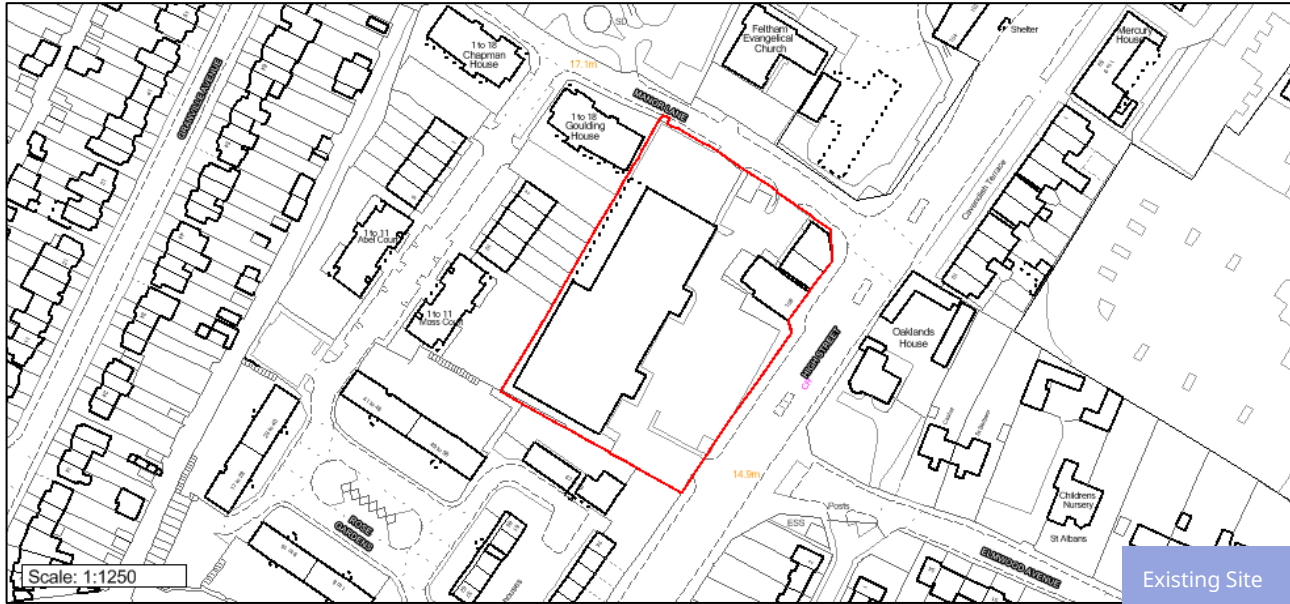
# 61 - COUNCIL DEPOT, ASHMEAD ROAD



Address	Council Depot, Ashmead Road, Feltham, Feltham West Ward, TW14 9NN		
Place	Feltham	Site Size	0.7 Ha
PTAL 2018	3	Existing Use	Vehicle depot (Sui Generis)
Ownership	Public	Site Source	Feltham Masterplan (2017)
Planning Designations	<p>Area of Special Advertisement Control: advertisements should be avoided within this area (see Local Plan policy CC5).</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	50	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Ashmead Depot will be redeveloped to provide new homes.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Well designed vehicular access to the site should be from Ashmead Road and/or Southern Avenue, and development should facilitate the creation of a safe and high quality walking and cycling route to and from the site.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The development is to conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of site for residential development. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should seek to optimise density while ensuring that development steps up from existing predominant height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 62 - MANOR PARK, FELTHAM



Address	Manor Park, Feltham, Feltham West Ward, TW13 4EX		
---------	--	--	--

Place	Feltham	Site Size	0.6 Ha
-------	---------	-----------	--------

PTAL 2018	4	Existing Use	Retail Park
-----------	---	--------------	-------------

Ownership	Private	Site Source	Feltham Masterplan (2017)
-----------	---------	-------------	---------------------------

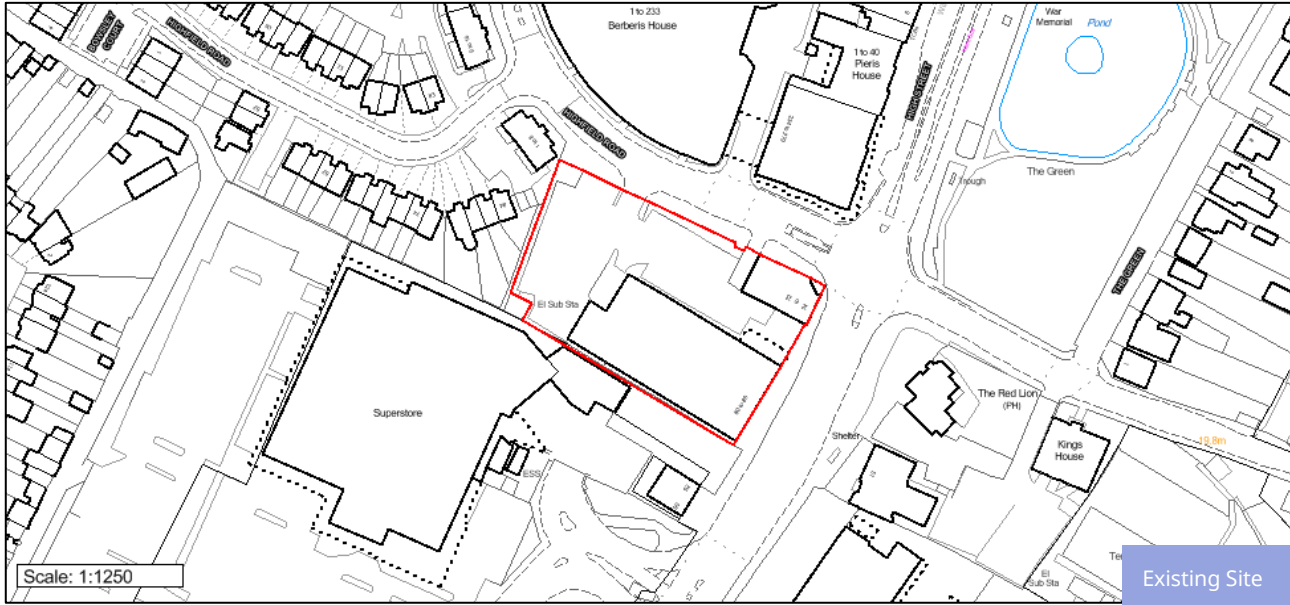
Planning Designations	Site is adjacent to the Feltham Green and Town Centre conservation Area. Development should conserve and take opportunities to enhance the character of the area (See Local Plan Policy CC4);		
	Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

### Minimum Development Quantum

Residential Units	80	Retail(A1-A4) (Sqm)	570
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Manor Park will be redeveloped to intensify the use of the site to provide new retail units and homes.</b>
Land Uses	Retail (A1-A4) and Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Feltham High Street and/or Manor Lane. Access should create a safe and pedestrian friendly walking and cycling route between the retail unit and into Feltham Town Centre. The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. The development layout should support the creation of legible streets, and enhance way finding and the overall character of the urban form. Opportunities to improve these connections to support higher density development should be identified.</p> <p>The development is to conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to create a mixed use retail and residential development, with ground floor retail units. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should seek to optimise density while ensuring that development steps up from existing predominant height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 63 - 80-86 HIGH STREET FELTHAM

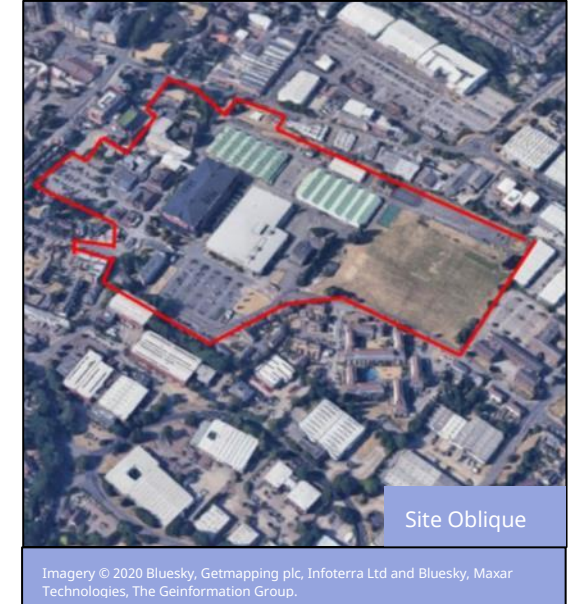
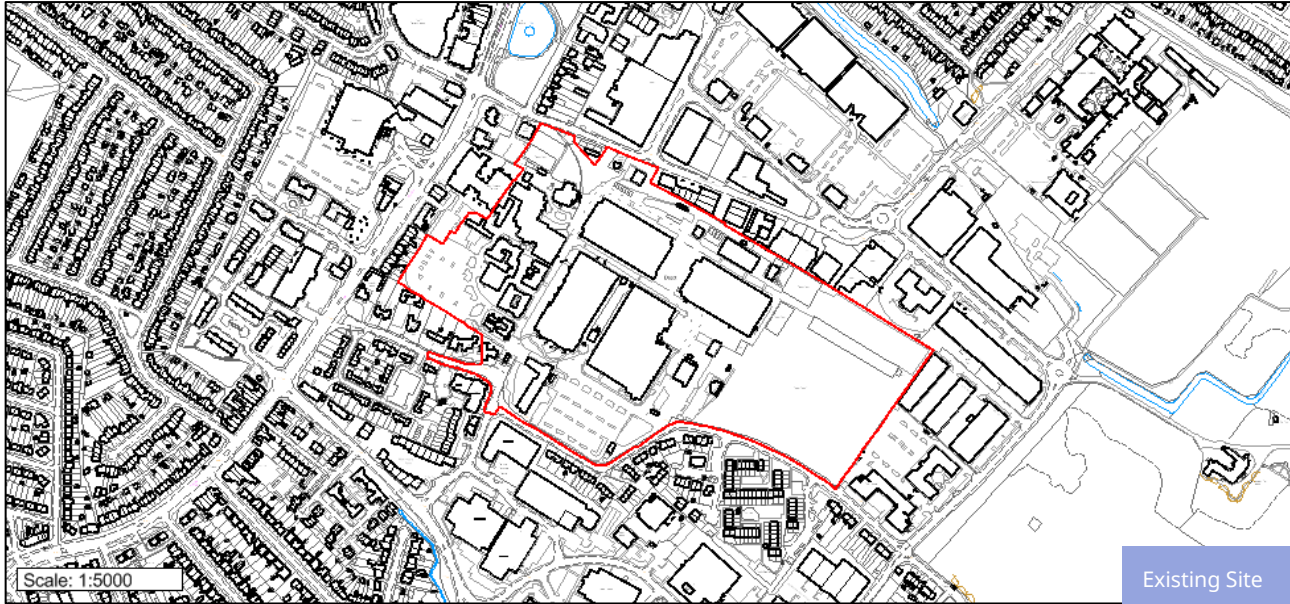


Address	80-86 High Street, Feltham, Feltham West Ward, TW13 4EX		
Place		Site Size	0.4 Ha
PTAL 2018	4	Existing Use	Retail superstore (A1), parking
Ownership	Private	Site Source	Feltham Masterplan (2017)
Planning Designations	<p>Town Centre: development should contribute to the regeneration of the Feltham town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2)</p> <p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	200	Retail(A1-A4) (Sqm)	1520
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>The Aldi Site will be redeveloped to provide new retail floorspace and residential development.</b>
Land Uses	Retail (A1-A4) and Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from High Field Road. Development should create a high quality walking and cycling routes between the retail unit and the Feltham Town Centre. The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site, and to increase the PTAL of the site. Retail vehicular traffic must be clearly segregated from residential access.</p> <p>The development is to conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to create a mixed use retail and residential development, with ground floor retail units, with appropriate level of car parking provision. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character with good street enclosure, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

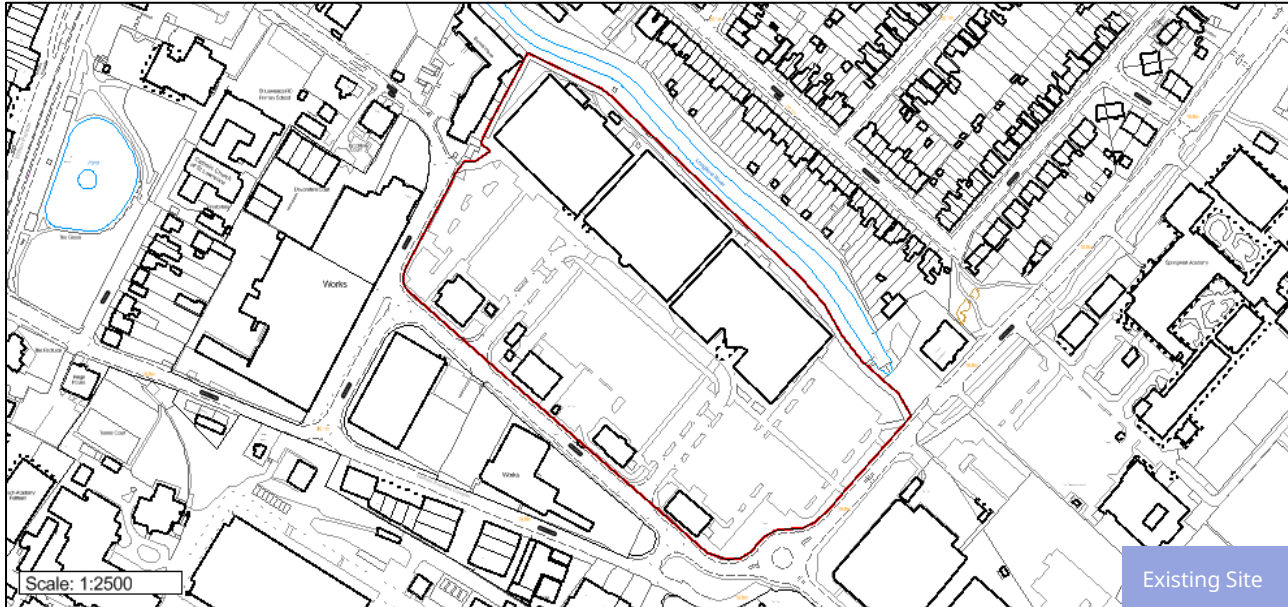
# 64 - MOD FELTHAM



Address	Feltham Garrison, Elmwood Avenue, Hanworth Park Ward, TW13 7AH		
Place	Feltham	Site Size	14.1 Ha
PTAL 2018	1a/1b/2/3	Existing Use	Military Base (Sui Generis)
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Site contains Local Open Space: development should enhance the provision of publicly accessible Local Open Space through onsite provision (see local Plan policy GB2); Site is adjacent to the Feltham Green and Town Centre conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4);</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Playing Pitches: Site contains playing pitches. Development must retain and enhance playing fields and sports pitches.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	1370	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	4340	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	11310	Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2035		

Development Details	
Key Proposal	<b>MOD Feltham will be redeveloped into a major new residential area of Feltham, with a new school, public open space, and community uses.</b>
Land Uses	Residential (C3), Business (B1a/b), Open space, Community Uses (D1), and other supporting uses.
Movement and Access	<p>Appropriately designed vehicular access to the site should be provided from Elmwood Avenue and Browells Lane alongside direct and high quality walking and cycling routes in line with the Feltham Masterplan, Feltham Place Policy and any relevant guidance issued by the council. Development should facilitate the creation of a network of safe and pedestrian friendly streets which are legible and allow for a high degree of movement across the site in all directions, including new walking and cycling routes that connect Hanworth Park and adjacent sites with Feltham town centre and allow for future links to Air Park Way. The layout should support the creation of legible streets, which follow the healthy streets approach, minimise the impacts of traffic generation on the surrounding streets, do not provide thorough routes across the site, and enhance wayfinding and the overall character of the urban form and which will allow the future extension of bus routes into the site.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of Land for residential development with supporting community infrastructure including a school, a public square and public open space. Development should have regard to the Feltham Masterplan, West of Borough Plan Feltham Place Policy and any guidance published by the Council. Development should be delivered as a network of streets with limited on street parking, and which follow the healthy streets approach, facilitating the delivery of new walking and cycling routes through the site which connect Feltham Town Centre with Hanworth Park. Development should provide a new publically accessible square at the centre of the development, with retail and community uses delivered on frontages facing the square. It should also provide a new public open space which follows the requirements of the Feltham Masterplan. The height and layout of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy and any supplementary development guidance issued by the council. Development should seek to optimise density while ensuring that it steps up from existing predominant height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 65 - LEISURE WEST



Existing Site



Site Oblique

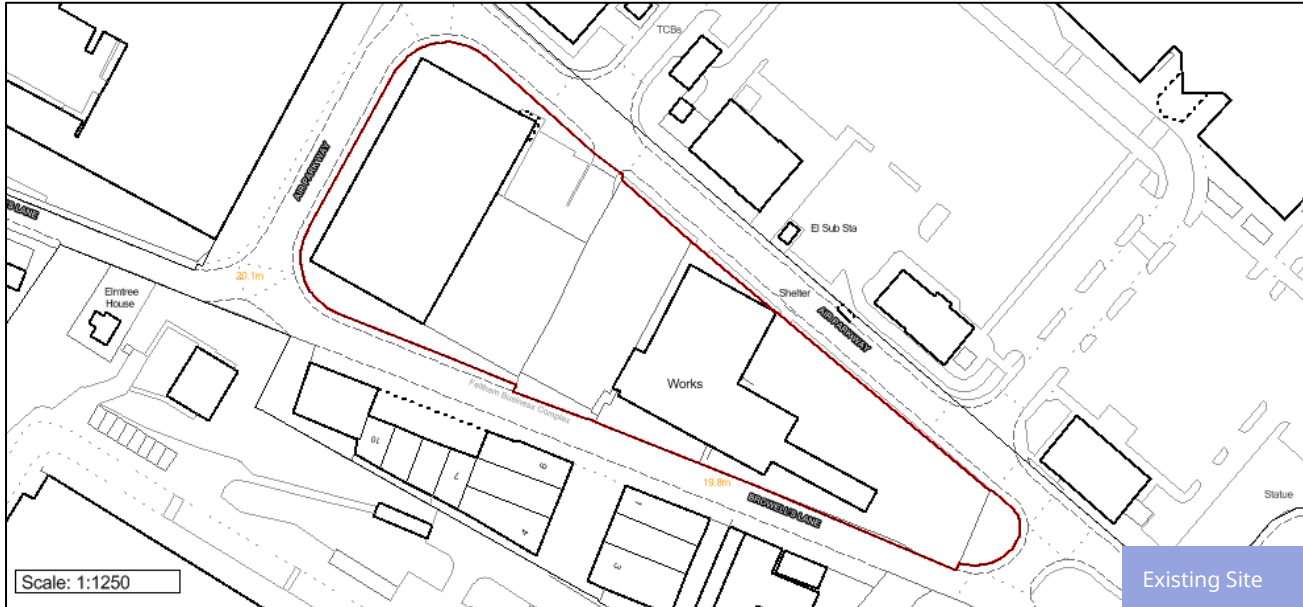
Imagery © 2020 Bluesky, Getmapping plc, Infoterra Ltd and Bluesky, Maxar Technologies, The Geinformation Group.

Address	Leisure West, Air Park Way, Hanworth Park Ward, TW13 7LX		
Place	Feltham	Site Size	4.5 Ha
PTAL 2018	2/3/4	Existing Use	Mixed-use retail (A1, A4) and leisure (D2)
Ownership	Private	Site Source	Feltham Masterplan (2017)
Planning Designations	Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI17) development must ensure that any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (See Local Plan policy GB7 or any subsequent policy). Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	310	Retail(A1-A4) (Sqm)	3420
Business (B1a/b)(Sqm)	480	Industrial (B1c/B2/B8)(Sqm)	
Parking(Sqm)		Health/Community (D1) (Sqm)	11640
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Leisure West will be redeveloped to introduce residential uses alongside new and improved leisure and entertainment facilities which support Feltham as a key town centre in West London.</b>
Land Uses	Residential (C3), Retail (A1-A4), Leisure (D1), Community Uses (D2), Open Space.
Movement and Access	<p>Access to the site should be facilitated in line with the Feltham Masterplan, Feltham Place Policy and any relevant guidance issued by the council. Development should facilitate the creation of a network of safe and pedestrian friendly streets within the development which are legible and allow for a high degree of movement across the site, separating residential uses from commercial traffic in addition to walking and cycling routes identified in the Masterplan . Development should contribute to towards meeting the modal shift targets in the Mayor’s Transport Strategy by providing safe and pedestrian friendly walking and cycling routes between the site and Feltham Town Centre and Station. The layout should ensure that access routes for non residential uses are segregated from residential uses and minimise impact of noise and disturbance on residential areas of the site, and support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of site for leisure use with introduction of residential development and supporting community uses. Development should protect and enhance the attractiveness and viability of leisure uses on the site when considering other uses, and through design and layout apply the agent of change principle to ensure that these other uses do not impede its operation and provide appropriate mitigation for any identified impacts, such as noise and hours of operation. Development should be delivered as a network of streets which integrate with proposals for adjacent sites to form a legible grid, and which follow the healthy streets approach, with a focus on increasing legibility and walkability to and from Feltham High Street and Station. New walking and cycling routes should be delivered in line with the Masterplan to connect Feltham Town Centre with Hanworth. The height and layout of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character with good street enclosure, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character. Development should be phased in order to enable the delivery of the minimum development quantum with additional phases beyond the plan period.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 66 - BROWELLS LANE



Existing Site



Site Oblique

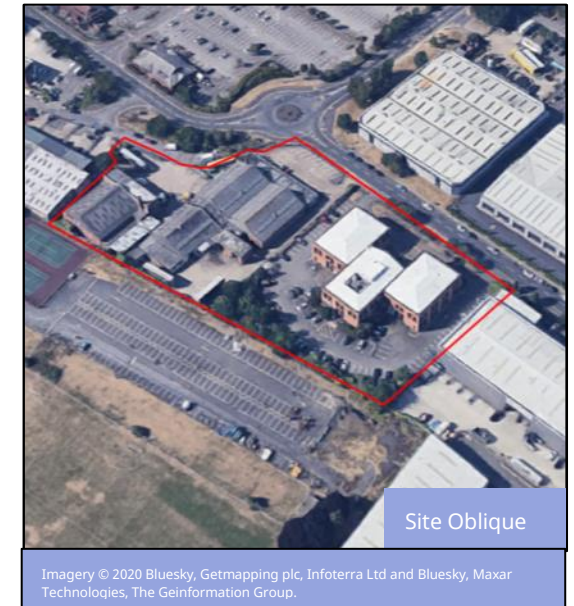
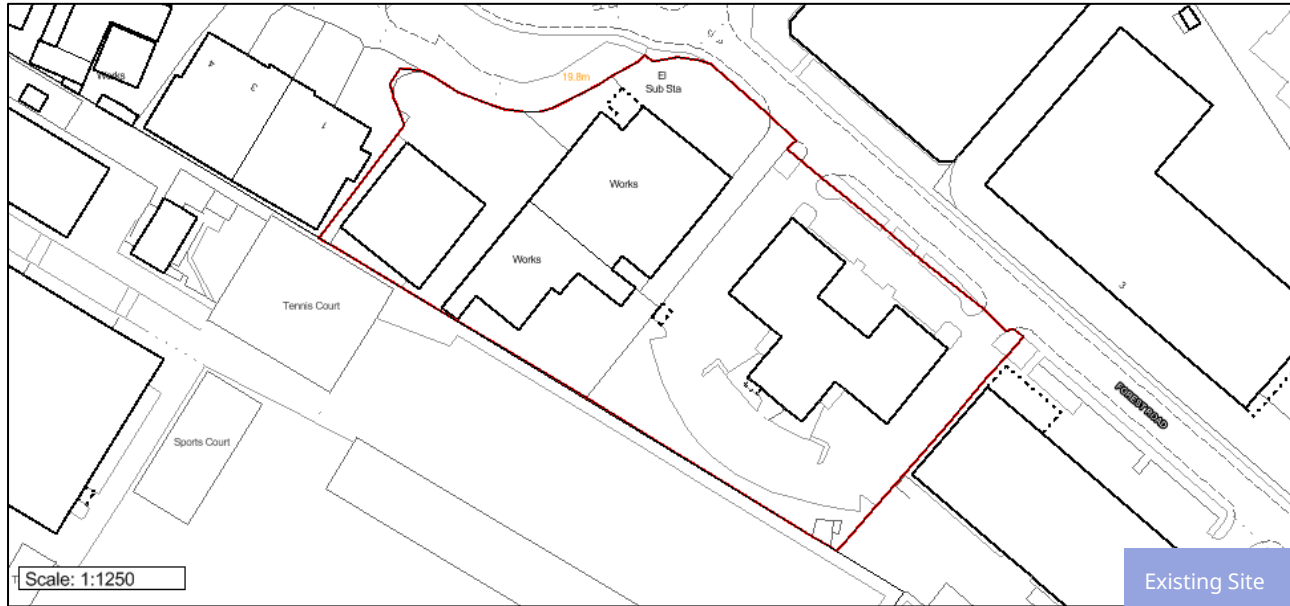
Imagery © 2020 Bluesky, Getmapping plc, Infoterra Ltd and Bluesky, Maxar Technologies, The Geinformation Group.

Address	Land at Browells Lane, Feltham, Hanworth Park Ward, TW13 7LW		
Place	Feltham	Site Size	2.7 Ha
PTAL 2018	3	Existing Use	Light Industrial (B1) Warehousing (B8)
Ownership	Private	Site Source	Feltham Masterplan (2017)
Planning Designations	Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	210	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	4160	Industrial (B1c/B2/B8)(Sqm)	1970
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Land at Browells lane will be redeveloped to intensify business uses on the site and provide new homes.</b>
Land Uses	Business (B1a/b), Industrial (B1c/B2/B8), Residential (C3).
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Air Park Way. Vehicular access should be designed to minimise impact on active travel modes and Browells Lane should be improved to provide an active travel route. Development should create a safe and segregated walking and cycling routes from the site into Feltham Town Centre and other destinations such as Hanworth Park, and integrate with the existing routes and future proposals for adjacent developments, in particular MOD Feltham, in order to develop a consistent and legible street layout across the wider area. The development layout should support the creation of legible streets, and incorporate features such as wide pavements, separated routes, landscaping, lighting and other measures, which follow the healthy streets approach and enhance way finding and the overall character of the urban form. Opportunities to improve these connections to support higher density development should be identified.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment and intensification of land at Browells Lane should demonstrate an increased business floorspace provision on site as well as increased employment densities. Residential uses should be provided in a form which integrates with the employment uses and mixed use buildings and plots should accord with the design approaches identified in the GLA Industrial Intensification and Co-Location Practice Note (2018). The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy. Development should be phased in order to enable the delivery of the minimum development quantum with additional phases beyond the plan period.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 67 - UPS HOUSE



Address	UPS House, , Hanworth Park Ward, TW13 7DY		
Place		Site Size	1.2 Ha
PTAL 2018	2/3	Existing Use	Storage/Warehousing (B8), Offices (B1a)
Ownership	Private	Site Source	SAC 2019
Planning Designations	Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	170	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	3910
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>UPS house will be redeveloped to intensify industrial uses and new homes as part of the redevelopment of MOD Feltham.</b>
Land Uses	Light Industrial (B1c), Industrial (B2/B8) and Residential (C3).
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Forest Road , with an additional arm from the Browells Lane/Forest Road roundabout investigated, together with the potential for providing bus access through the site to the MOD Site. Development should provide new and improved pedestrian and cycle access into the site and improved routes across its frontage consolidate access into the site. Vehicular access should be designed to minimise impact on active travel modes and access for all modes should be provided from Forest Road across the site to the MOD site i to allow access between the redevelopment and Forest Road, and integrate with the existing road layout, and future proposals for adjacent developments, in particular MOD Feltham, in order to develop a consistent and legible street layout. The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form. Opportunities to improve these connections to support higher density development should be identified.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment and intensification of business uses on the site with residential uses introduced. Residential uses should be provided in a form which integrates with the employment uses and mixed use buildings and plots should accord with the design approaches identified in the Masterplan for industrial intensification and GLA Industrial Intensification and Co-Location Practice Note (2018). The development should have regard to proposals for the MOD site and ensure it integrates in terms of layout and design to support the delivery of Lower Feltham West. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

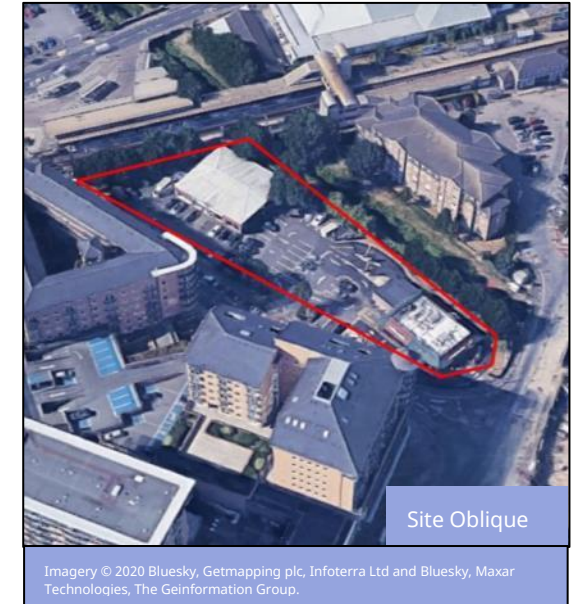
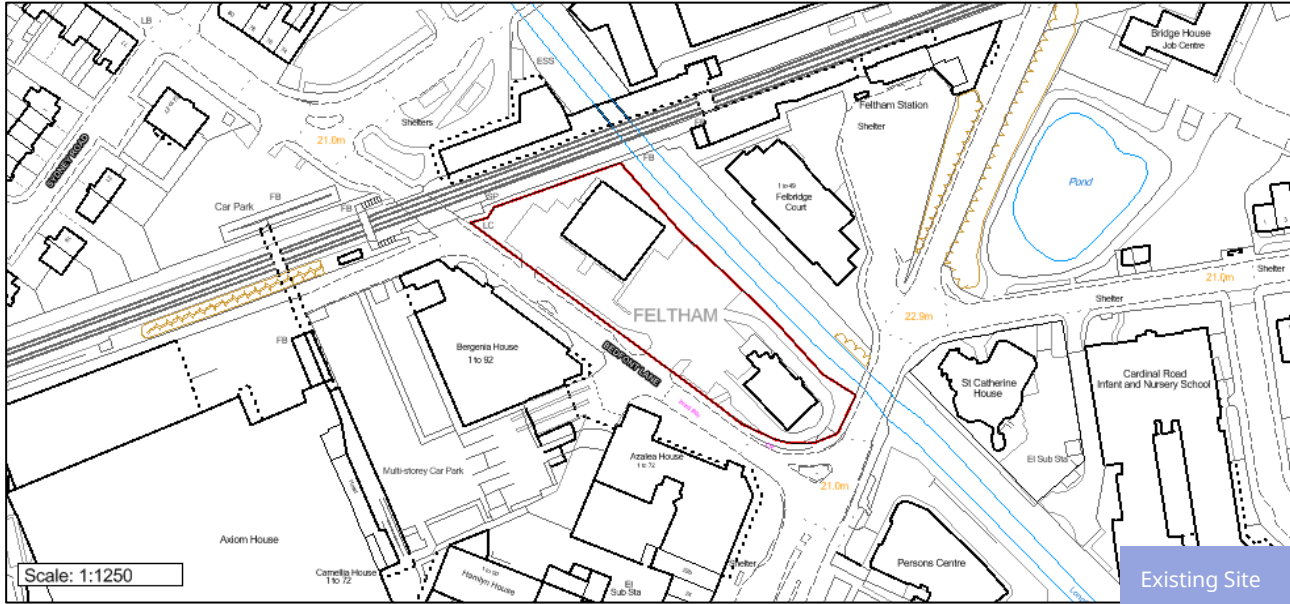
# 68 - SMITH HOUSE, ELMWOOD AVENUE



Address	RBS Invoice Finance, Forest Rd, Hanworth Park Ward, TW13 7QH		
Place	Feltham	Site Size	1.4 Ha
PTAL 2018	1b	Existing Use	Office (B1), parking
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		
<b>Minimum Development Quantum</b>			
Residential Units	200	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

<b>Development Details</b>	
Key Proposal	<b>Smith House will be redeveloped to provide new homes and facilitate new public access to Hanworth Park as part of the redevelopment of MOD Feltham</b>
Land Uses	Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Forest Road and Elmwood Road. Development should create a safe and high quality walking and cycling route between Hanworth Park and the MOD site and integrate with the existing road layout and, future proposals for adjacent developments, in particular MOD Feltham, in order to develop a consistent and legible street layout. The development layout should support the creation of legible streets, and incorporate features such as wide pavements, separated routes, landscaping, lighting and other measures, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of site for residential development. The layout and height of development should be delivered in line with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should enable the delivery of a route through the site linking walking and cycling route proposals for the MOD site with Hanworth Park. Development should be of an urban character with good street enclosure, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character, and support wayfinding through a landmark building. Development should improve quality and public access to on-site and adjoining Green Belt, MOL and/or Open space, with a green buffer created between the developable portion of the site and areas of designated open space, and in order to protect the amenity of adjacent properties.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 69 - LAND AT 2 HIGH STREET FELTHAM



Address	Land at 2 High Street Feltham, Feltham, Hanworth Park Ward, TW13 4AJ		
Place	Feltham	Site Size	0.4 Ha
PTAL 2018	6a/4	Existing Use	Retail (A1), Restaurant and Takeaway (A3/5)
Ownership	Private	Site Source	Feltham Masterplan (2017)
Planning Designations	<p>Feltham Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2); Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy. Primary Shopping Frontage: The Eastern elevation of the existing McDonalds restaurant is primary shopping frontage, see Local plan policy TC4;</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development. Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance, Grade I (HoBI17) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy).</p>		
<b>Minimum Development Quantum</b>			
Residential Units	90	Retail(A1-A4) (Sqm)	630
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

<b>Development Details</b>	
Key Proposal	<b>Land at 2 High Street Feltham will be redeveloped to provide a new part of Feltham High Street, combining retail units at ground floor with residential development as part of the Station quarter.</b>
Land Uses	Retail (A1-A4), Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access should be facilitated from Bedfont Lane. Development should also create safe and pedestrian high quality and cycling routes along the edges of the site to create a safe and legible pedestrian and cycling route between Feltham Town Centre and the Railway station, and support the provision of a new walking and cycling link to the bridge over the railway line over Bedfont Lane through the sites.. The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to create a mixed use retail and residential development, with ground floor retail units forming an extension of the high street. The height of new development should be in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy, and should promote an urban character with good street enclosure, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 70 - ROYAL NAVAL ASSOCIATION CLUB

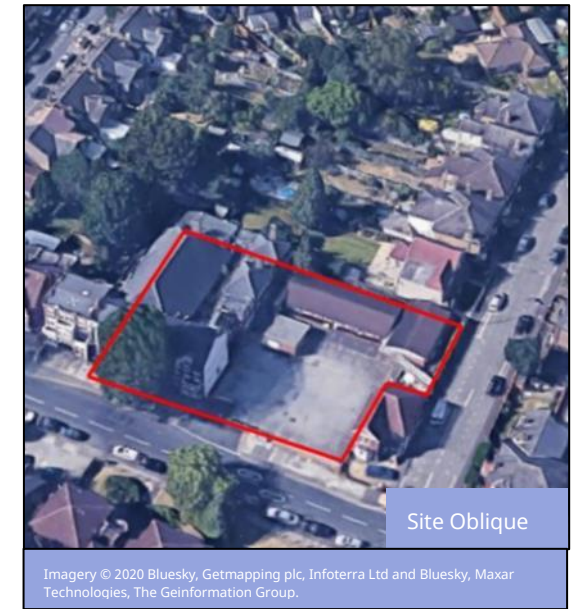


Address	15 Park Rd, Feltham, Hanworth Park Ward, TW13 6PP		
Place	Feltham	Site Size	0.3 Ha
PTAL 2018	2	Existing Use	Servicemen's' Club (Sui Generis)
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI16) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 and any subsequent policy);</p> <p>Areas of Special Character are of significant local value in terms of architectural, townscape and environmental quality (see Local Plan policy CC4);</p>		

Minimum Development Quantum			
Residential Units	20	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>The Naval Club will be redeveloped to provide additional new homes and improved access to Hanworth Park.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Park Road. The development should seek to minimise intrusion of vehicular access into the site and the number of access points. Development should facilitate the creation of a safe and high quality walking and cycling routes across the site and into Hanworth Park from Park Road and Hounslow Road and where possible other locations designed to maximise legibility and accessibility of development to Hanworth park for pedestrians and Cyclists.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site for residential development. Development should provide an attractive and sensitive boundary to adjacent Hanworth Park. The density of new development should be optimised and should step up from existing height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

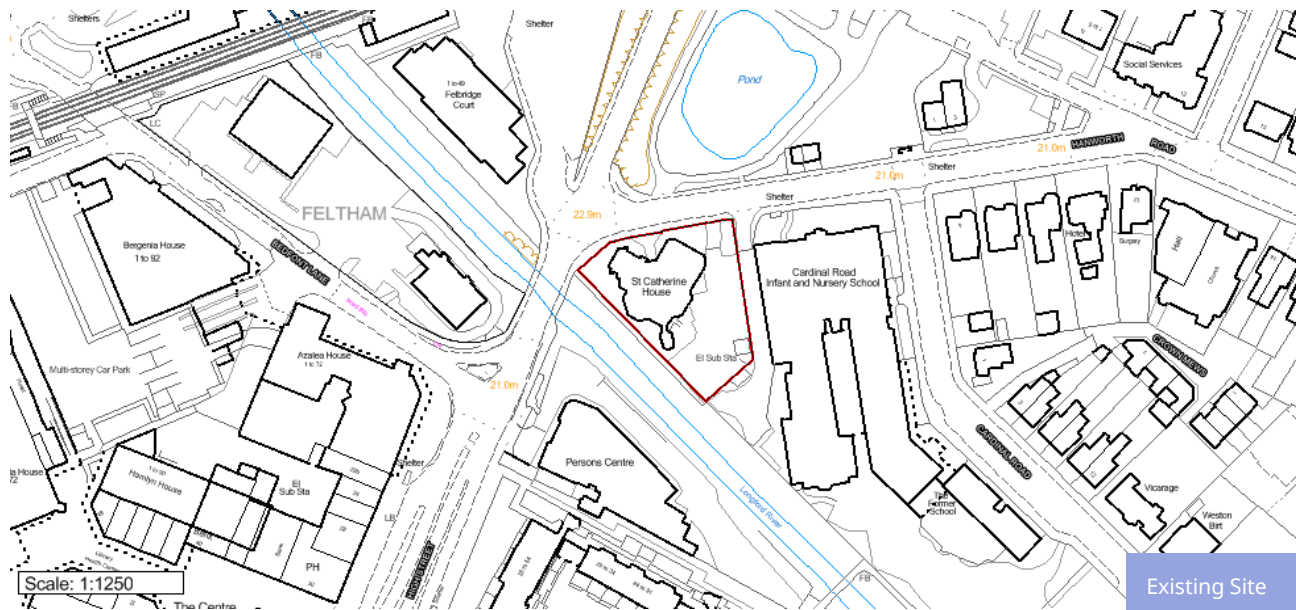
# 71 - FELTHAM MAGISTRATES COURT



Address	19 Hanworth Rd, Feltham, Hanworth Park Ward, TW13 5AF		
Place	Feltham	Site Size	0.2 Ha
PTAL 2018	3	Existing Use	Magistrates court (D1)
Ownership	Public	Site Source	Feltham Masterplan (2017)
Planning Designations	<p>Feltham Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2);</p> <p>Locally Listed Building: Site is a locally listed building: development should have regard to any harm to, or loss of, the significance of a non-designated heritage asset, including from both direct and indirect effects (see Local Plan Policy CC4).</p>		
<b>Minimum Development Quantum</b>			
Residential Units	20	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Feltham Magistrates Court will be redeveloped to provide new homes and conserve this historic building.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Access to the site should be from Cromwell Road. Development should facilitate the creation of a safe and high quality walking and cycling route along Hanworth Road.</p> <p>Proposals should take account of and seek to improve the existing and planned connectivity of the site via public transport and active modes to the town centre, social infrastructure and other services and places of employment. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Conversion of the locally listed building for residential development in conformity with the Feltham Masterplan (2017). Development should protect and conserve the existing building and frontage, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

## 72 - ST. CATHERINE'S HOUSE AND CAR PARK



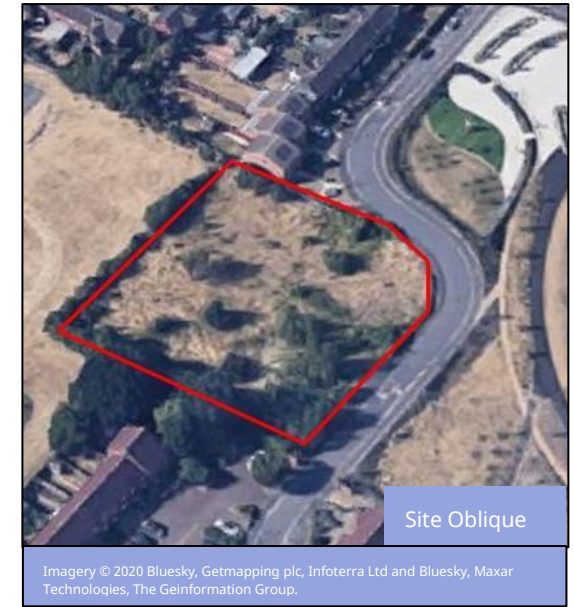
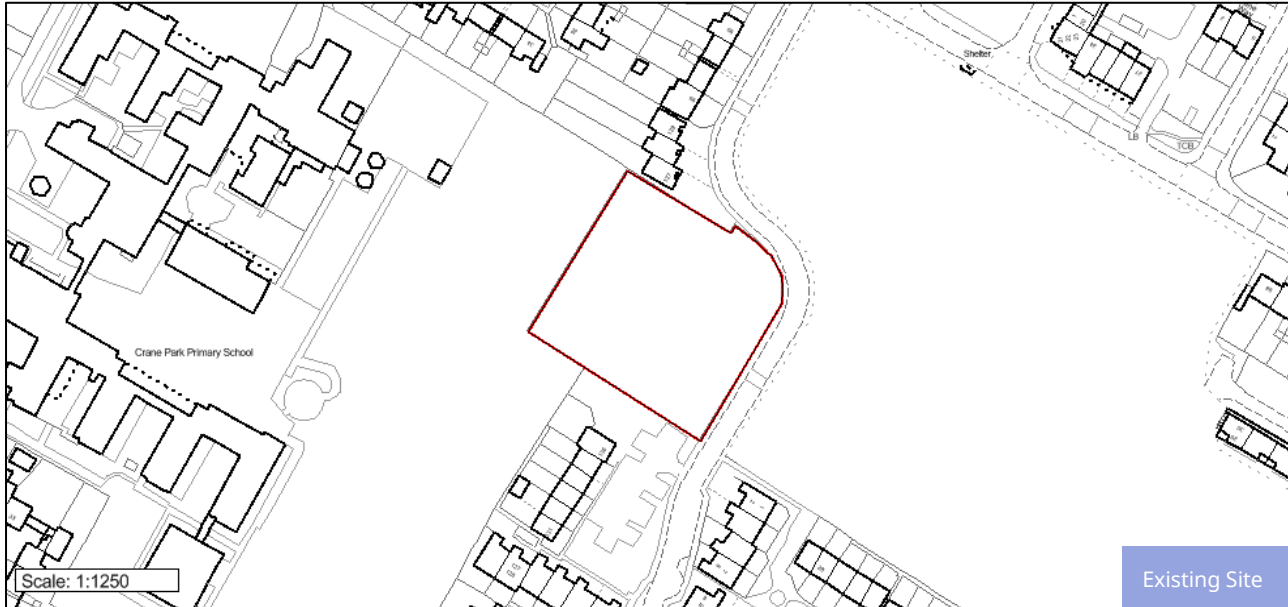
Address	St Catherine's House, 2, Hanworth Road, Hanworth Park Ward, TW13 5AB		
Place		Site Size	0.2 Ha
PTAL 2018	6a/4	Existing Use	Sheltered Accommodation (C2)
Ownership	Public	Site Source	SAC 2019
Planning Designations	<p>Site is adjacent to the Feltham Green and Town Centre conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4);</p> <p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI17) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 and any subsequent policy).</p> <p>Listed Buildings: St Catherine's tower is Grade II Listed; development should seek to conserve enhance the building and its setting.</p>		

### Minimum Development Quantum

Residential Units	20	Retail(A1-A4) (Sqm)	130
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	130	Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

<b>Development Details</b>	
Key Proposal	<b>St Catherine's House will be redeveloped to provide a new, high quality residential development which incorporates the listed St Catherine's tower.</b>
Land Uses	Residential (C3), Retail (A1-A4) and Community Use (D1)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Hanworth Road. Vehicular access should be designed to minimise impact on active travel modes. The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form. Proposals should take account of and seek to improve the existing and planned connectivity of the site via public transport and active modes to the town centre, social infrastructure and other services and places of employment.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the annex to the listed St Catherine's Spire for residential development, with ancillary community and retail uses, in conformity with the Feltham Masterplan (2017) and West of Borough Feltham Place Policy. Development should protect and enhance the spire and its setting and provide a high quality design which is equivalent to the tower's importance at the end of key views in Feltham. Development should seek to optimise density and ensure it steps up from existing height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 73 - LAND AT NENE GARDENS

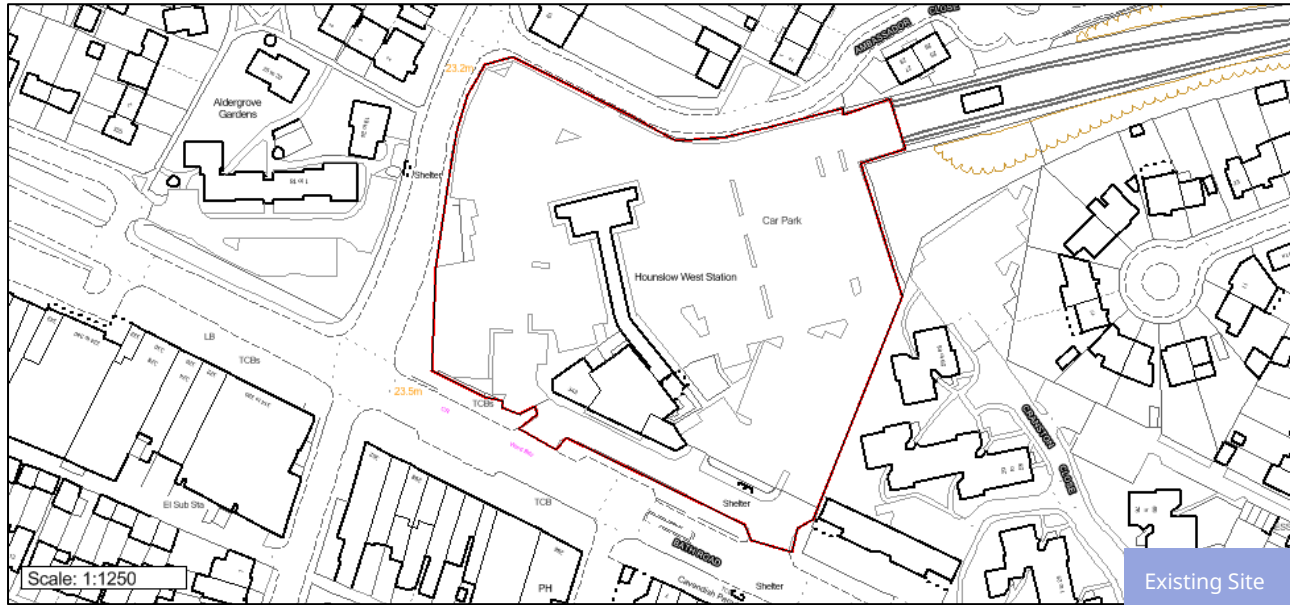


Address	Nene Gardens, Nene Gardens, Hanworth Ward, TW13 5PL		
Place		Site Size	0.3 Ha
PTAL 2018	1a	Existing Use	Open land (Local Open Space)
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	Site is identified as surplus to requirements in the Open Space Assessment (2018).		

Minimum Development Quantum			
Residential Units	40	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Vacant Land at Nene Gardens will be redeveloped to provide new homes and open space.</b>
Land Uses	Residential (C3) and Open Space
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Nene Gardens. Development should facilitate the creation of a walking and cycling route across the site, between Nene Gardens and Crane Park Primary School. The layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to introduce residential development. Development should provide an attractive and sensitive boundary to adjacent open spaces which maintains a sense of openness and enables greater access for occupiers of both new and existing development, including provision of public access through and across the site.</p> <p>Development proposals should deliver contributions which support significant enhancements to the quality and amenity of adjacent Local Open Space. The density of new development should be optimised and should step up from existing height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 74 - HOUNSLOW WEST STATION

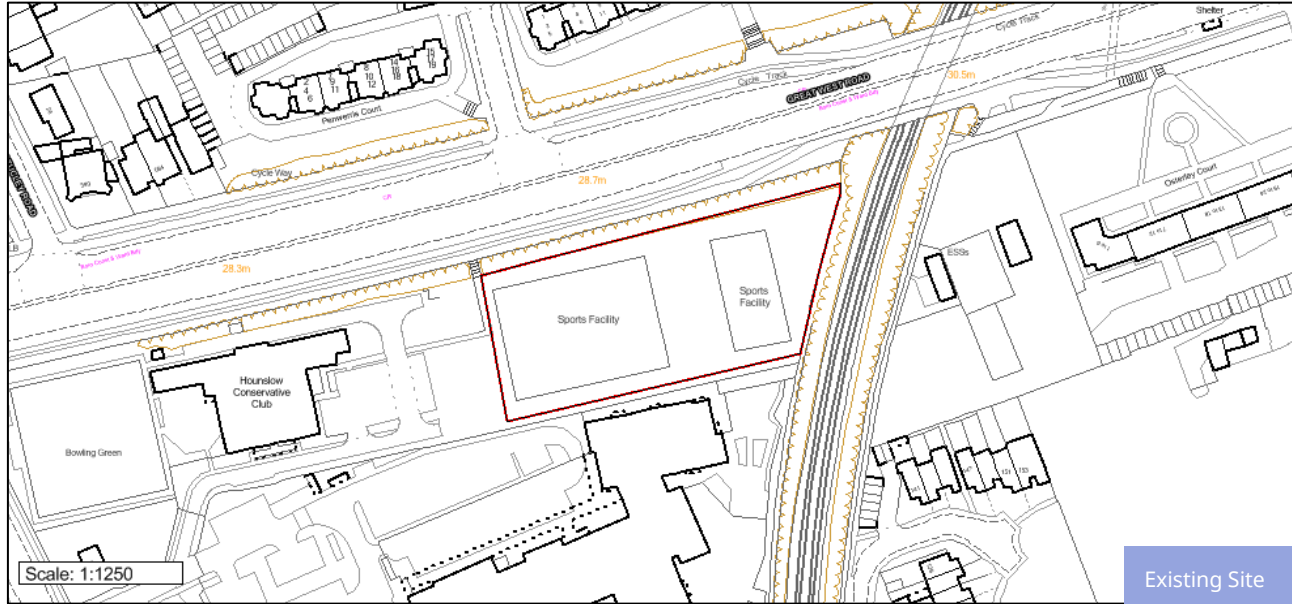


Address	Hounslow West Station and Car Park, Hounslow, Heston Central Ward, TW3 3DH		
Place	Cranford and Heston	Site Size	Cranford and Heston
PTAL 2018	4/5	Existing Use	Station and Car Park
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade II (HoBI12) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 and any subsequent policy).</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	360	Retail/Community/Assembly (A1-A4, D1-D2) (Sqm)	1400
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Parking (Sqm)			
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Hounslow West station will be redeveloped to provide an improved station with retail and new homes.</b>
Land Uses	Retail,Community/Assembly (A1-A4,D1-D2), Residential (C3)
Movement and Access	<p>Primary vehicular access to the site is to be from Bath Road at the eastern end of the site, with potential for limited secondary access from Ambassador Close. All servicing activity should be accommodated within the site. The frontage to Bath Road is to be improved through removal of the service road with an appropriate number of bus stops, stands and bus turning area provided to allow current and proposed future levels of bus services to be accommodated. Taxi and drop-off bays are to be re-provided and pedestrian and cycle infrastructure on Bath Road and Vicarage Farm Road improved..</p> <p>The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>Development should create a safe walking and cycling access into the development from all surrounding streets and incorporate features such as wide pavements, landscaping, lighting and other measures which comply with transport guidance such as TfL Pedestrian Comfort guidance; Healthy Streets guidance; Delivery and Servicing Plan guidance and Travel Plan guidance and any subsequent updates. New routes should meet the healthy streets approach by incorporating movement routes linking existing and proposed green infrastructure, open spaces and public realm. Proposals should take account of and seek to improve the existing and planned connectivity of the site via public transport and active modes the district town centre, social infrastructure and other services and places of employment including Beaversfield Park. Opportunities to improve these connections to support higher density development should be identified. Development should seek to make provision to enable step-free access to the platforms of the underground station and any new public realm should accord with the principles of the 'Station public realm design guidance' by the Mayor of London/ TfL (August 2015)</p> <p>The development should conform to the maximum parking standards in the draft London Plan (Policy T6 and table 10.1: Maximum Residential Parking Standards). To ensure the safe operation of the railway, an appropriate level of TfL / LUL staff car parking spaces may be provided.</p>
Site Requirements	Well considered redevelopment of the site to create a mixed use retail, leisure and residential development, (A1-A4 and D1-D2 ) and appropriate level of short term car parking provision to serve the station and local centre. Development should preserve and enhance the setting of the existing listed station buildings, and provide a high quality design with a commercial frontage onto the Bath Road. The height of new development should enhance the character of the area while optimising density.

# 75 - LAND TO THE REAR OF HCC SPORTS AND SOCIAL CLUB



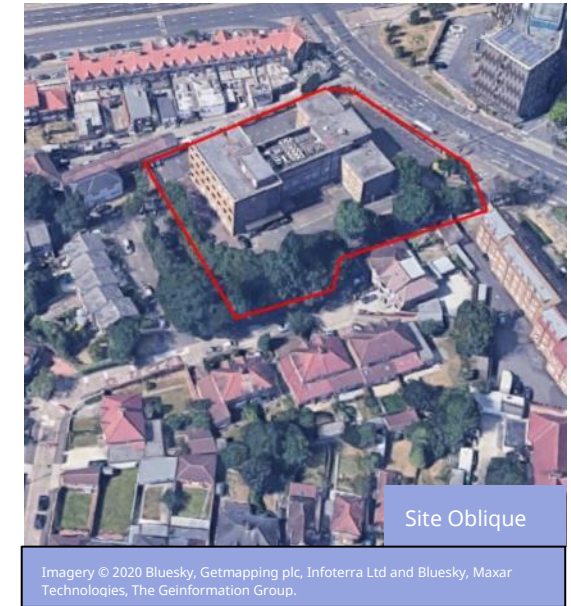
Address	Land to the rear of HCC Sports and Social Club, Gresham Road, Heston East Ward, TW3 4BX		
Place	Cranford and Heston	Site Size	0.5 Ha
PTAL 2018	2/3	Existing Use	Tennis Courts
Ownership	Private	Site Source	Call for Sites 2016

Planning Designations	<p>Site is Local Open Space which is identified as surplus to requirements in the Open Space Assessment (2018).</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
-----------------------	--	--	--

Minimum Development Quantum			
Residential Units	10	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Land at HCC will be redeveloped to provide new homes.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access should be facilitated from Gresham Road with improvements made to facilitate a walking and cycling route into the site, and should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to introduce infill residential uses. The height of new development should start from the predominant character of the area when developing densities, and should consider adjacent areas of different character to ensure development steps up from existing height in order to form a sensitive and legible change in character while optimising density.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 76 - LAMPTON HOUSE

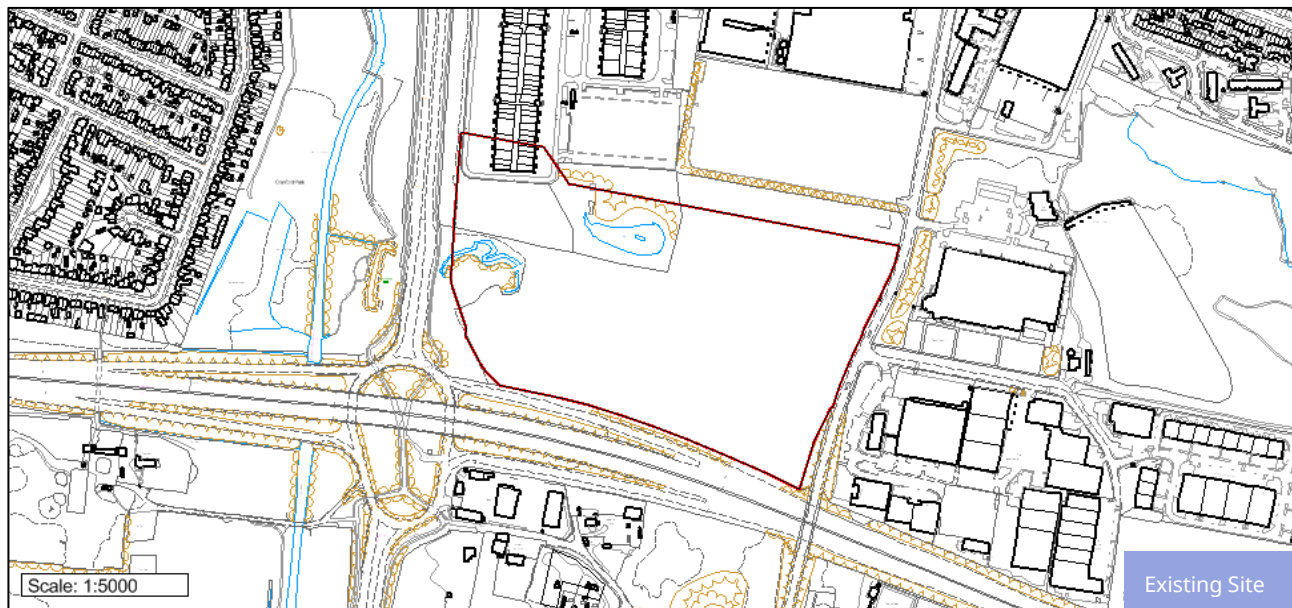


Address	Lampton House, Lampton Road, Heston East Ward, TW3 4EY		
Place	Cranford and Heston	Site Size	0.4 Ha
PTAL 2018	3	Existing Use	Office (B1a)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Noise; Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy.</p>		

Minimum Development Quantum			
Residential Units	90	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

Development Details	
Key Proposal	<b>Lampton house will be redeveloped to provide new homes.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access should be facilitated from Lampton Road. Development should create a walking and cycling route into the site, and should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of site for residential development. The height of new development should start from the predominant character of the area when developing densities, and should consider adjacent areas of different character to ensure development steps up from existing height in order to form a sensitive and legible change in character while optimising density.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 77 - Land South of Western International Market

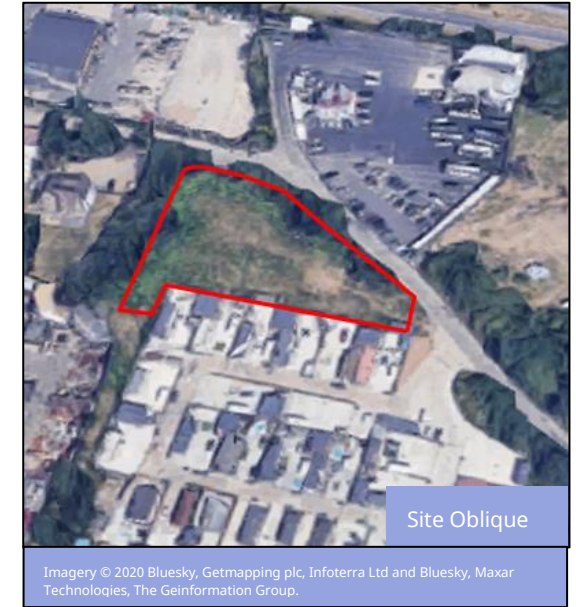


Address	Southall Lane, Southall, Heston West Ward, TW5 9NS		
Place	Cranford and Heston	Site Size	14.4 Ha
PTAL 2018	0/1b	Existing Use	Open Land
Ownership	Public	Site Source	SAC 2019
Planning Designations	<p>Area of Special Advertisement Control: advertisements should be avoided within this area (see Local Plan policy CC5)</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Site is Green Belt which was assessed in the Green Belt Review Stage 2 (SA1a) and is proposed to be released.</p> <p>Proposed LSIS: Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and make consideration of impact of development on existing occupiers in accordance with the agent of change principle.</p>		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	15800
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

<b>Development Details</b>	
Key Proposal	<b>Land South West of Western International Market will be utilised for mineral extraction, with redevelopment to industrial uses in the long term.</b>
Land Uses	Minerals Extraction followed by Industrial- (B1c/B2/B8)
Movement and Access	<p>Appropriately designed vehicular, pedestrian and cycle access to the site should be from Hayes Road on Southall Lane. Vehicular access should be designed to minimise impact on active travel modes and have particular regard to road safety. Development should not increase congestion on Southall Lane and provide safe walking and cycling access and routes to the site from surrounding streets. Development should have regards to proposals for the adjacent waste site when considering movement across the site. Development should contribute towards improved public transport accessibility to reduce the need for employees to travel by car and should seek to increase the PTAL of the site. Development should be designed in accordance with Healthy Streets principles.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Site to be worked for mineral (aggregate) extraction. Extraction should provide appropriate safeguards and mitigation to protect adjacent uses.</p> <p>Minerals extraction should be phased appropriately to enable redevelopment following extraction for industrial uses, which should support function, attractiveness and competitiveness of the location for employment by integrating with and not harming the function of adjacent employment sites. Contributions will be sought towards compensatory improvements to remaining Green Belt land. Development should strengthen the boundary of the site in order to provide a sufficient buffer with the adjacent Green Belt at the western and eastern edges of the site. Development should be phased in order to enable the delivery of the minimum development quantum with additional phases beyond the plan period.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

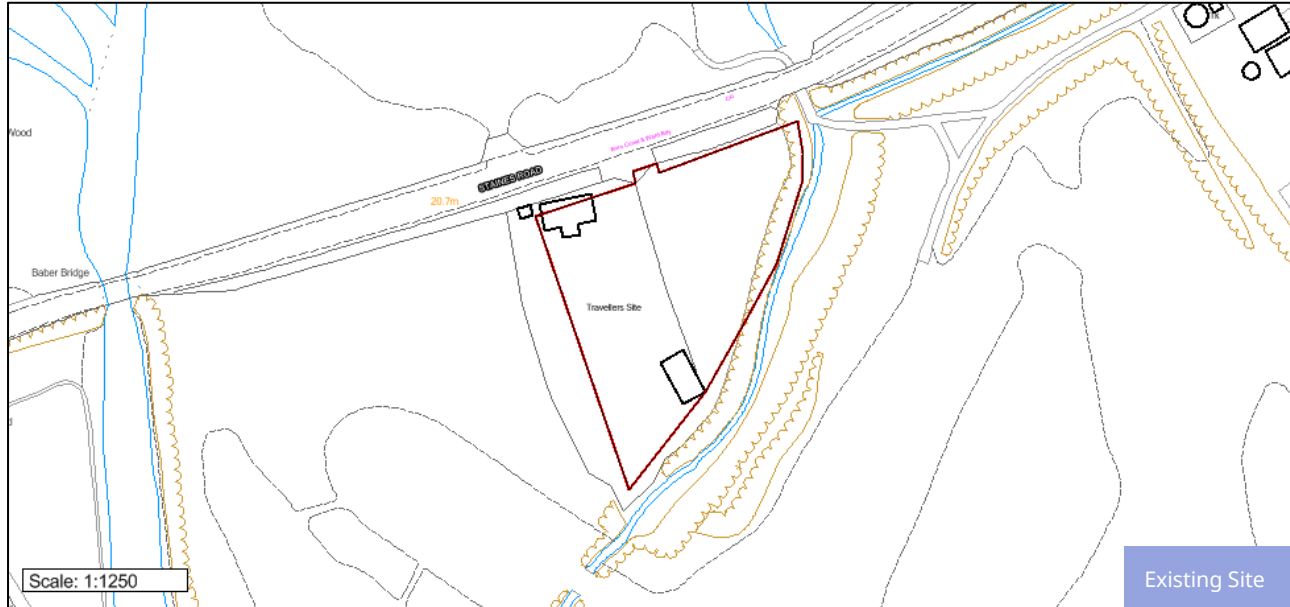
# 78 - Land at Hartlands Caravan Park



Address	Land at Hartlands Caravan Park, Church Road, Cranford, Heston West Ward, TW5 9RY		
Place	Cranford and Heston	Site Size	2.4 Ha
PTAL 2018	1b	Existing Use	Open Land
Ownership	Private	Site Source	SAC 2019
Planning Designations	Metropolitan Green Belt - development of this area for uses not compliant with the uses in the Green Belt must demonstrate Very Special Circumstances. Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		
<b>Minimum Development Quantum</b>			
Traveller Pitches	3	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Hartlands will be expanded to meet the needs of Gypsies and Travellers in Hounslow.</b>
Land Uses	Traveller Pitches
Movement and Access	<p>Access to the site should be from Church Road, with appropriate alterations to facilitate the new development or improvements to the existing vehicular access to The Hartlands. Vehicular access should be designed to minimise impact on active travel modes. Development should create a safe and high quality walking and cycling route into the development.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Development should provide three new pitches to meet identified need through extension of the existing Hartlands Travellers Site. Development should be of size and layout which meets the needs of the expanded community, offering scope to manage an integrated coexistence with the local community. Proposals should consider noise and possible disturbance to Gypsy and Travellers living on the site, and possible noise and disturbance to the wider community, in particular from movement of Gypsy and Traveller vehicles. Development should not result in disproportionate additions over and above the size of the original buildings and structures in order to minimise impact of new development on openness and ensure an appropriate green buffer to surrounding open space. It should seek to minimise the impact on the visual amenities or the open character of its locality by its size, siting, materials and design.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 79 - BABER BRIDGE CARAVAN SITE



Address	Baber Bridge Caravan Site, Staines Road, Hounslow Heath Ward, TW14 0HN		
---------	--	--	--

Place		Site Size	0.8 Ha
PTAL 2018	1b/2	Existing Use	Open Land
Ownership	Private	Site Source	SAC 2019

Planning Designations	<p>Metropolitan Green Belt; development of this area for uses not compliant with the uses in the Green Belt must demonstrate Very Special Circumstances.</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M076 The Crane Corridor) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 or any subsequent policy).</p>		
-----------------------	--	--	--

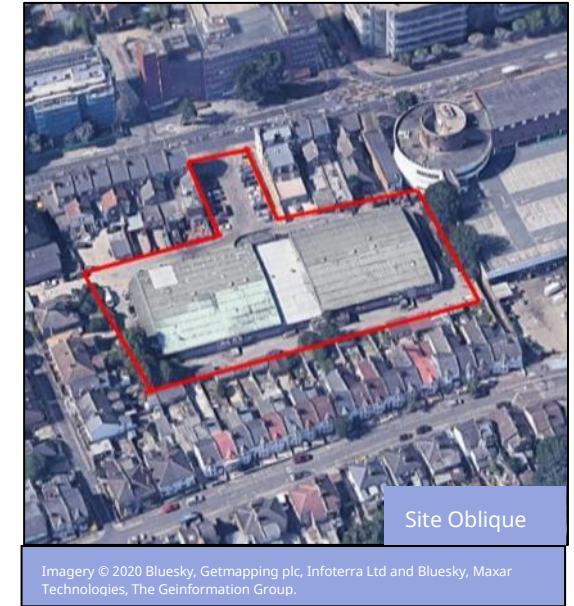
<b>Minimum Development Quantum</b>			
Travelling Showpeople Plots	10	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Baber Bridge will be redeveloped and expanded to provide for the needs of the Travelling Showpeople in Hounslow</b>
Land Uses	Travelling Showpeople Plots
Movement and Access	Access to the site should be improved from Staines Road , with appropriate alterations to facilitate the new development to meet current design and road safety standards. Development should create a safe and high quality walking and cycling access into the development and be designed to minimise impact on active travel modes. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.
Site Requirements	<p>Redevelopment and extension of the Baber Bridge Travelling Showpeople's site for ten new plots to meet identified need. Development should consider convenience and safety for residents, provide visual and acoustic privacy, as well as scope for social integration with the local community. Development must consider how the site can be optimised to meet the needs of the travelling Showpeople in Hounslow, including through innovative solutions to increase density, such as storing equipment off site or stacking of uses. Development should seek to mitigate against noise and possible disturbance to existing occupiers of the site, and possible noise and disturbance to the wider community, in particular from movement of Travelling Showpeople equipment and vehicles. Development should not result in disproportionate additions over and above the size of the original buildings and structures in order to minimise impact of new development on openness and ensure an appropriate green buffer to surrounding open space. It should seek to minimise the impact on the visual amenities or the open character of its locality by its size, siting, materials and design.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>



Development Details	
Key Proposal	<b>34 Staines Road will be redeveloped to provide a single large retail unit, with new homes.</b>
Land Uses	Retail (A1-A4), Residential (C3)
Movement and Access	<p>Access should be provided from Staines Road with access to Grove Road removed and the removal of the existing service road investigated. Safe and high quality walking and cycling routes into and around the site should be created, and should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form. All servicing is to be within the site, and deliveries for adjoining sites are to be facilitated.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking should be minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. Commercial car parking must be available for visitors to the town centre.</p>
Site Requirements	<p>Redevelopment of the site to create a mixed use retail and residential development, with a single large ground floor retail unit (A1) and appropriate level of car parking provision. The density of new development should be optimised while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 81 - 80-82 STAINES ROAD



Address	80-82 Staines Road, Hounslow, Hounslow Heath Ward, TW3 3LF		
Place		Site Size	0.5 Ha
PTAL 2018	6a	Existing Use	Gym (D2)
Ownership	Private	Site Source	Hounslow Local Plan (2015)
Planning Designations	<p>Hounslow Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2);</p> <p>The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy.</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Noise; Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy.</p>		
<b>Minimum Development Quantum</b>			
Residential Units (C3)	50	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	

Phasing	2025-2030
<b>Development Details</b>	
Key Proposal	<b>80-82 Staines road will be redeveloped to provide new homes.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access should be facilitated from Staines Road. Development should provide a walking and cycling route along the Staines Road, and should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking should be minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to the town centre and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to create a residential development. The density of new development should be optimised while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

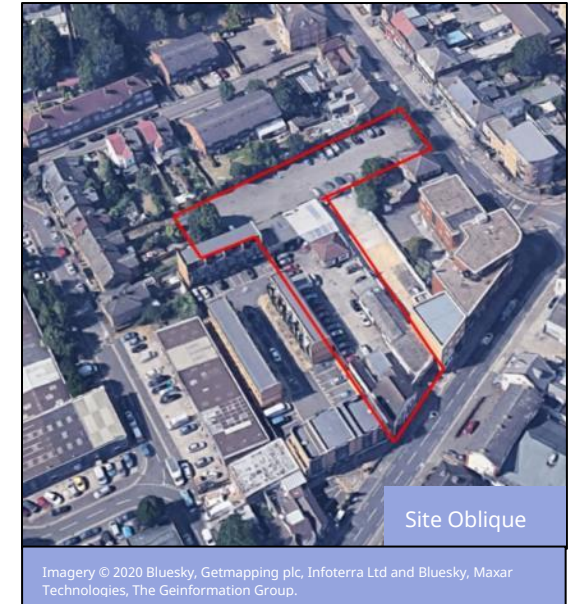
# 82 - 206-210 HANWORTH ROAD



Address	206-210, Hanworth Road, Hounslow Heath Ward, TW3 3TU		
Place		Site Size	0.4 Ha
PTAL 2018	6a	Existing Use	Hotel and Events Space (C2, D2 uses)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Area of Special Character (Local Plan 2015): The site sits within an area of special character. Development proposals should have regard to the council's Heritage Policies in the adopted local plan.</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Noise; Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy.</p>		
<b>Minimum Development Quantum</b>			
Residential Units (C3)	80	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>206-210 Hanworth road will be redeveloped to provide new homes.</b>
Land Uses	Residential (C3)
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Hanworth Road and/or Whitton Road.. Development should create a safe and high quality walking and cycling route across the site between Hanworth Road and Whitton Road. The development layout should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure on Whitton Road and Hanworth Road and links to Hounslow town centre and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of site for residential development. The height of new development should start from the predominant character of the area when developing densities, and should consider adjacent areas of different character to ensure development steps up from existing height in order to form a sensitive and legible change in character while optimising density.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 83 - VACANT LAND CLARENCE TERRACE



Address	Land r/o, Bell Road, Hounslow Heath Ward, TW3 3NX		
Place		Site Size	0.3 Ha
PTAL 2018	6a	Existing Use	Car Park (Sui-Generis), Car Garage (Sui Generis), Hot Food Takeaway (A5 use)
Ownership	Public	Site Source	SAC 2019
Planning Designations	<p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Noise; Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy.</p>		
<b>Minimum Development Quantum</b>			
Residential Units (C3)	30	Retail(A1-A4) (Sqm)	150
Business (B1a/b)(Sqm)	150	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Key Proposal	<b>Vacant Land at Clarence Terrace will be redeveloped to reprovide business floorspace and to provide new homes.</b>
Land Uses	Residential (C3), Business (B1a/b) and Retail (A1-A4).
Movement and Access	<p>Appropriately designed vehicular access to the site should be from Bell Road, Development should also create a safe and high quality walking and cycling route through the site between Staines Road and Bell Road. The development layout should support the creation of legible streets, which follow the healthy streets approach in order to enhance way finding and the overall character of the urban form.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to Hounslow town centre and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to create a mixed use business, retail and residential development, with ground floor retail units facing onto Hanworth Road. The height of new development should promote an urban character with good street enclosure, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

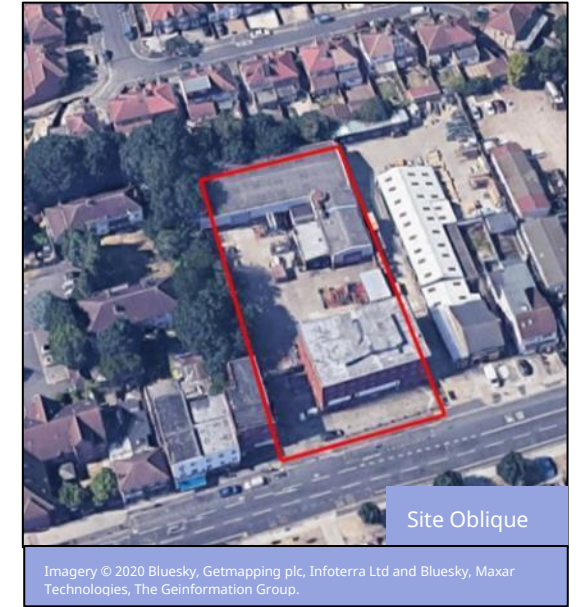
# 84 - HOUNSLOW CAVALRY BARRACKS



Address	Cavalry Barracks, Beavers Lane, Hounslow West Ward, TW4 6HD		
Place		Site Size	14.8 Ha
PTAL 2018	1a/1b/2/3	Existing Use	Military Barracks (C2 Secure Residential Accommodation , ancillary D2, B1 Sui-GenerisUses)
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Conservation Area: Site is within the Hounslow Cavalry Barracks conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4); Site contains 14 Listed Buildings (Grade 2); development should seek to conserve enhance these buildings and their setting. Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development. Noise; The southern side of the Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy. Site contains playing pitches. Development must retain and enhance playing fields and sports pitches.</p>		
<b>Minimum Development Quantum</b>			
Residential Units (C3)	1000	Retail, Business, Hotel, Health/Community, Assembly/Leisure (A1-A3/B1a/b/C1/D1/D2) (Sqm)	3000
Business (B1a/b)(Sqm)		Hotel (C1) (Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2035		

Development Details	
Key Proposal	<b>Hounslow Cavalry Barracks will be redeveloped to provide a new residential area which protects and enhances the historic buildings, and introduces a range of new uses to the site to support new homes.</b>
Land Uses	Residential (C3), Retail (A1-A3 , Business (B1a/b), Hotel (C1), Community (D1), Leisure (D2) and Open Space.
Movement and Access	<p>Appropriately designed vehicular, pedestrian and cycle access to the site should be facilitated in accordance with the Hounslow Cavalry Barracks SPD and any additional relevant guidance issued by the council. Development should facilitate the provision of high quality pedestrian and cycle links within the Site and integrating with the surrounding areas specifically to Hounslow West underground station via Beaversfield Park and to bus routes on Bath Road and Staines Road and the key local shopping parade of Hounslow West.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the Cavalry Barracks for residential development with introduction of supporting uses, a public square and public open space. This should be delivered in accordance with the Hounslow Cavalry Barracks SPD and any additional relevant guidance issued by the council.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 85 - BUILDERS YARD, 379-389 STAINES ROAD



Address	379-389 Staines Road, Hounslow, Hounslow West Ward, TW4 5AX		
---------	---	--	--

Place		Site Size	0.4 Ha
PTAL 2018	2/3	Existing Use	Builders Yard (Sui Generis)
Ownership	Private	Site Source	SAC 2019

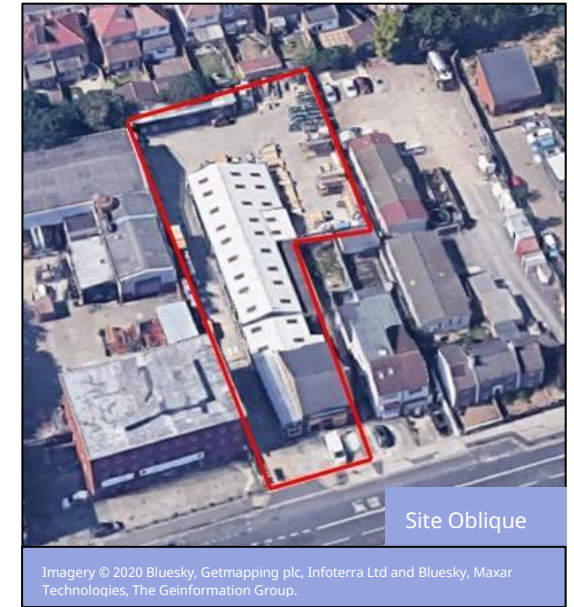
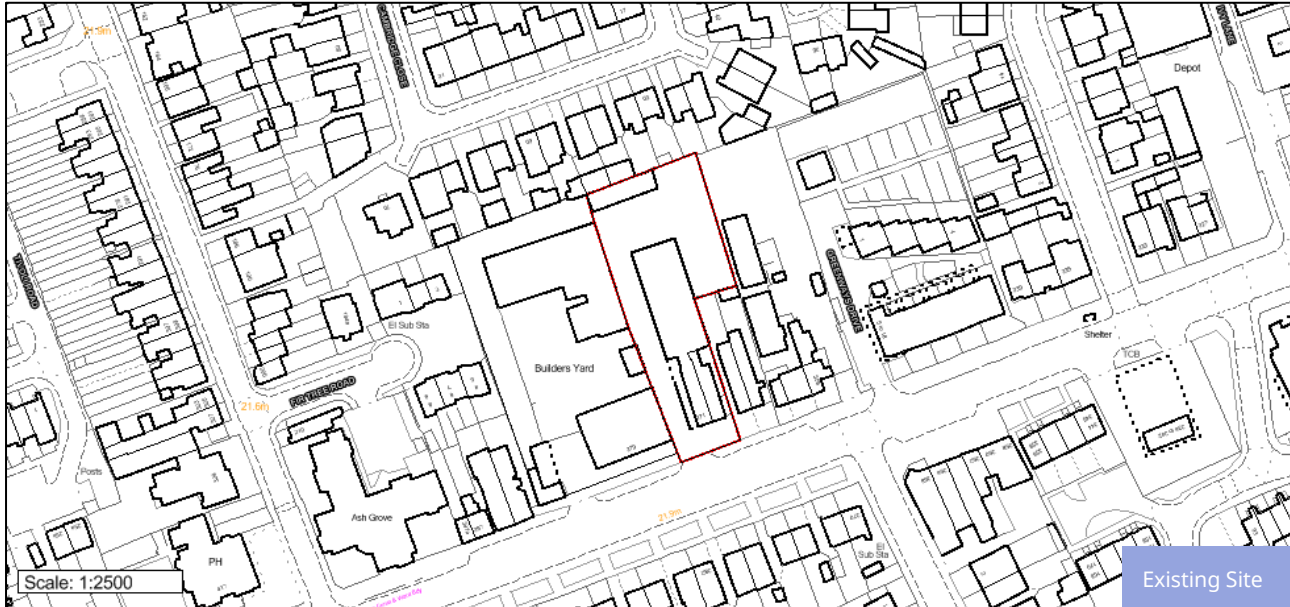
Planning Designations	<p>Part of the site is within the BAA Public Safety Zone (PSZ). Development would need to accord with Place Policy P4 which requires developments to be in compliance with DfT circular 01/2010 (including any subsequent updates) regarding control of development in airport public safety zones.</p> <p>Noise; Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy.</p>		
-----------------------	---	--	--

## Minimum Development Quantum

Residential Units (C3)	20	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	580
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>379-389 Staines Road will be redeveloped to reprovide existing business floorspace and introduce new homes which integrate with the surrounding area.</b>
Land Uses	Residential (C3) with Industrial (B1c/B2/B8).
Movement and Access	<p>Appropriately designed vehicular access should be facilitated from Staines Road and be designed to allow access to be shared with the adjacent site. Vehicular access should be designed to minimise impact on active travel modes. A high quality walking and cycling route should be created into the site, and should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>Proposals should take account of the existing and planned connectivity of the site via public transport and active modes to town centres, social infrastructure and other services and places of employment. Opportunities to improve these connections to support higher density development should be identified.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to create a residential development. The density of new development should be optimised by integrating with adjacent sites, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character and protect neighbouring properties amenity.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 86 - FORMER TRAVIS PERKINS STAINES ROAD

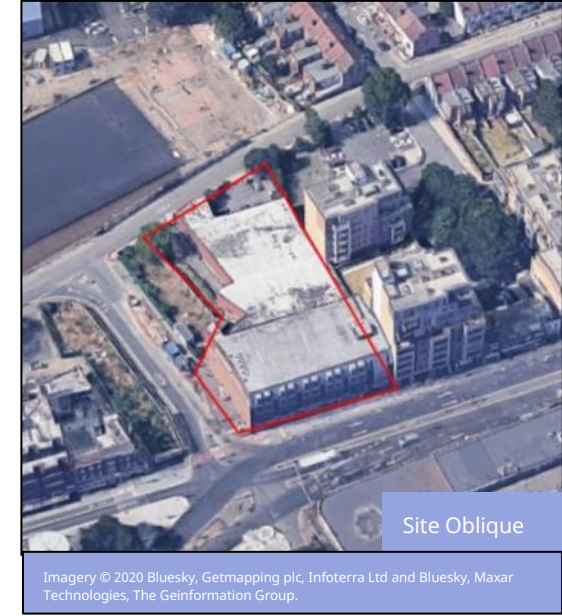
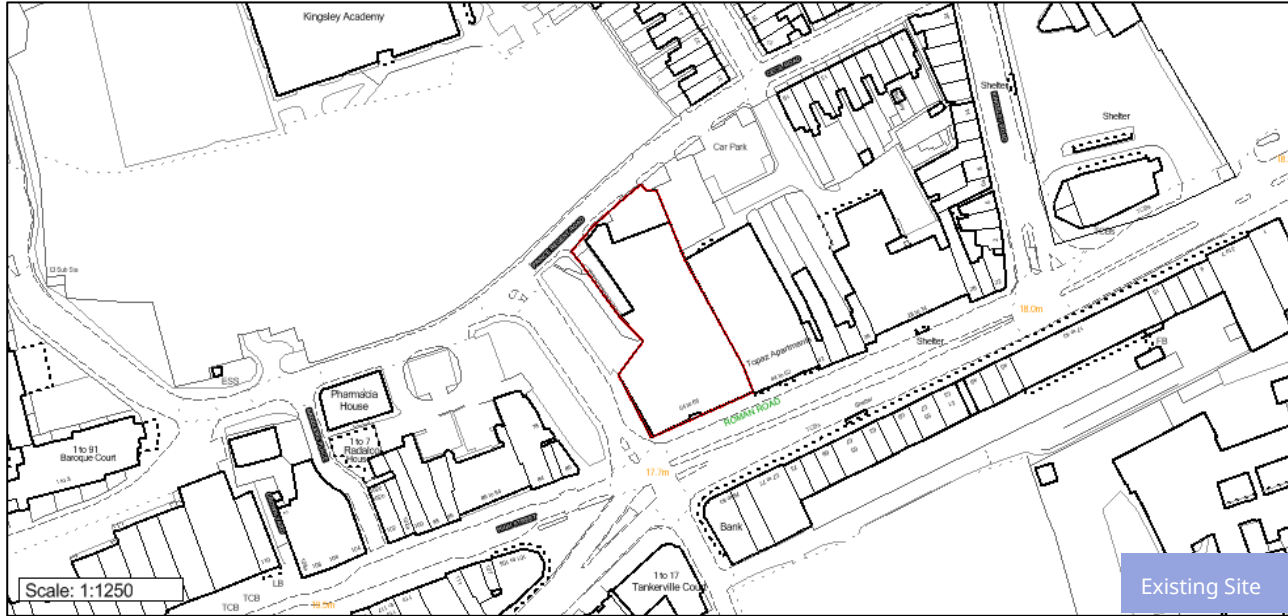


Address	369-373 Staines Road, Hounslow, Hounslow West Ward, TW4 5AP		
Place		Site Size	0.2 Ha
PTAL 2018	1a/3	Existing Use	Builders Yard (Sui Generis)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Part of the site is within the BAA Public Safety Zone (PSZ). Development would need to accord with Place Policy P4 which requires developments to be in compliance with DfT circular 01/2010 (including any subsequent updates) regarding control of development in airport public safety zones.</p> <p>Land Quality; Development will be subject to compliance with Policy WOB3, and Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Noise; Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy.</p>		

Minimum Development Quantum			
Residential Units (C3)	10	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	330
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>The former Travis Perkins site on stains Road will be redeveloped to reprovide existing business floorspace and introduce new homes which integrate with the surrounding area.</b>
Land Uses	Residential (C3) with Industrial (B1c/B2/B8).
Movement and Access	<p>Appropriately designed vehicular access should be facilitated from Staines Road and be designed to allow access to be shared with the adjacent site.. Vehicular access should be designed to minimise impact on active travel modes. A high quality walking and cycling route should be created into the site, and should support the creation of legible streets, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>Proposals should take account of the existing and planned connectivity of the site via public transport and active modes to town centres, social infrastructure and other services and places of employment.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p>
Site Requirements	<p>Redevelopment of the site to create a residential development. The density of new development should be optimised by integrating with adjacent sites, while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character and protect neighbouring properties amenity.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 87 - EURO HOUSE, HOUNSLOW

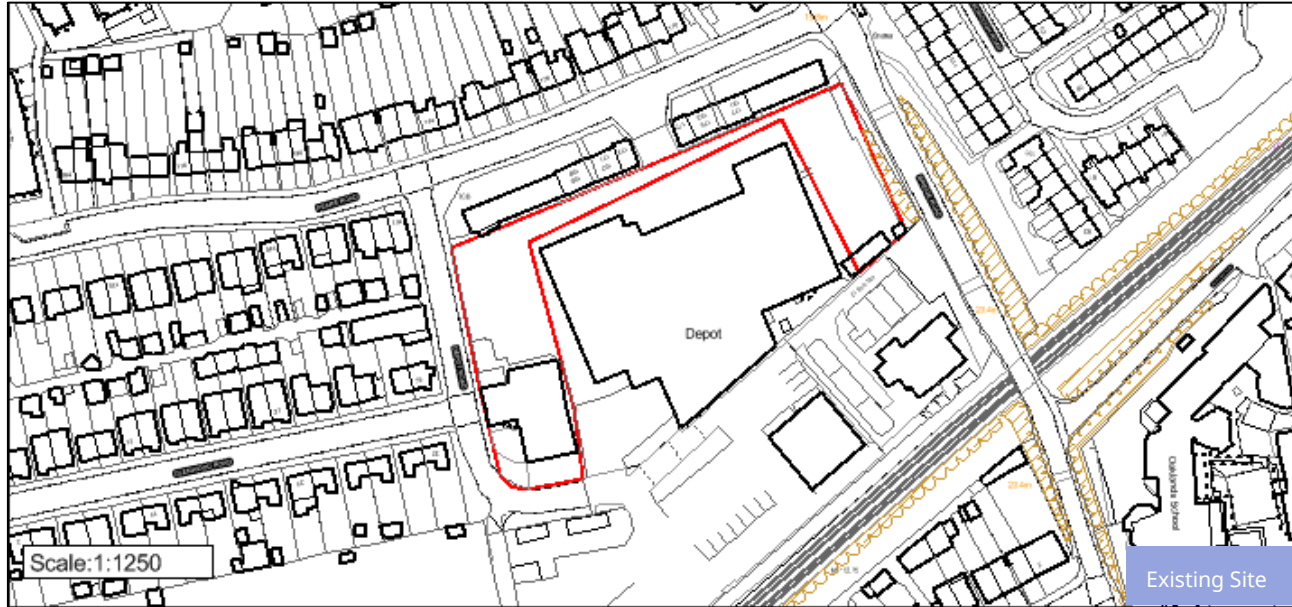


Address	Euro House, 54 - 66, High Street, Hounslow Central Ward, TW3 1NW		
Place		Site Size	0.2 Ha
PTAL	6a	Existing Use	Offices (B1) with ground floor commercial (A1)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Hounslow Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2);</p> <p>Secondary Shopping Frontage: The south elevation of the site is Secondary shopping frontage, see Local plan policy TC4.</p> <p>The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be require, the results of which may lead to further investigation being necessary d, see Local Plan Policy CC4 or any subsequent policy.</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	80	Retail(A1-A4) (Sqm)	420
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	

Phasing	2030-2035
<b>Development Details</b>	
Site Description	<p>The site is bounded by Prince Regent Road and the Kingsley Academy site opposite to the north, residential dwellings on Prince Regent Road and Cecil Road to the north-east, a mixed use residential and commercial block on High Street to the east, Hounslow High Street to the south and Laurence Road to the west. The site is accessed via High Street and Price Regent Road.</p> <p>The character is typical of an urban centre with surrounding taller buildings with commercial frontages at street level, however the area to the north of the site gives way to a more open, atypical character (Kingsley Academy).</p>
Proposed Uses	Residential (C3) with Retail (A1-A4).
Justification	<p>Redevelopment of the site to create a mixed use retail and residential development, with ground floor retail units forming an extension of the high street. Development should seek to optimise density of uses on the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 88 - LAND AT BRIDGE ROAD DEPOT

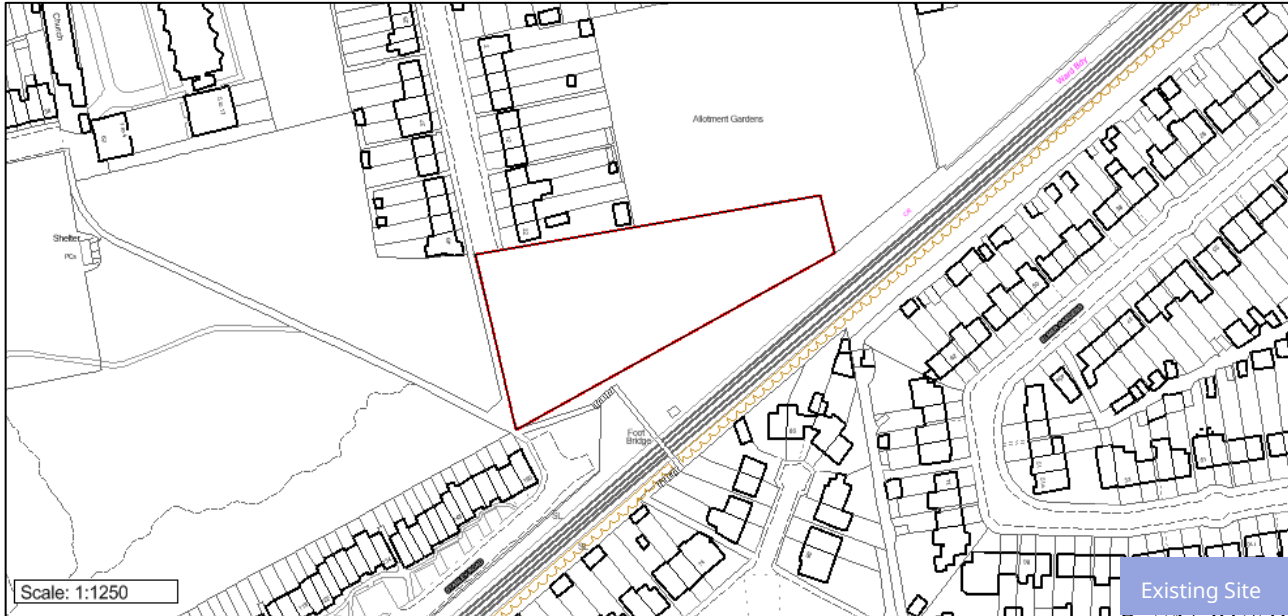


Address	Land at Bridge Road Depot, Pears Road, Hounslow Central Ward, TW3 1SQ		
Place		Site Size	0.37 Ha
PTAL	0/2/5/6a	Existing Use	Car Servicing (B2), Light Industrial (B1c)
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	10	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Site Description	The site is bounded by residential development to the east, north and west, and a vehicle depot to the south.
Proposed Uses	Residential (C3)
Justification	<p>Redevelopment of boundaries of site for residential development with an appropriate buffer between this and employment uses on the site, and which should be sheltered away from industrial frontages, access and servicing. Development adjacent to areas of different character should ensure a sensitive and legible change in character, in particular overlooking and overshadowing of existing residential adjacent residential development. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 89 - LAND AT JAMES STREET

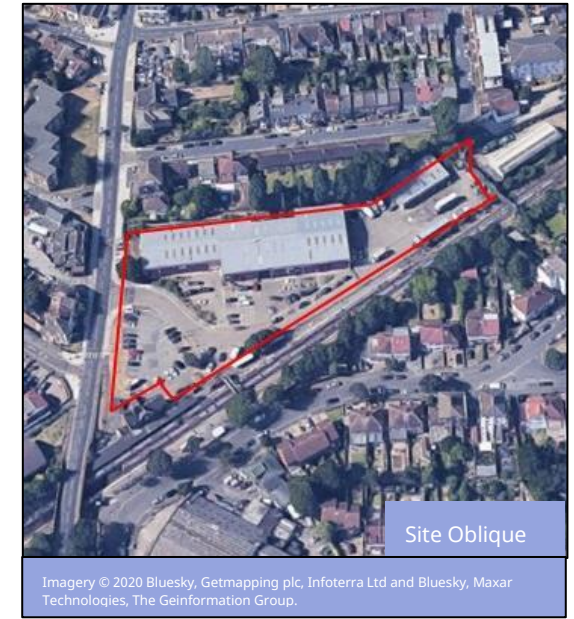
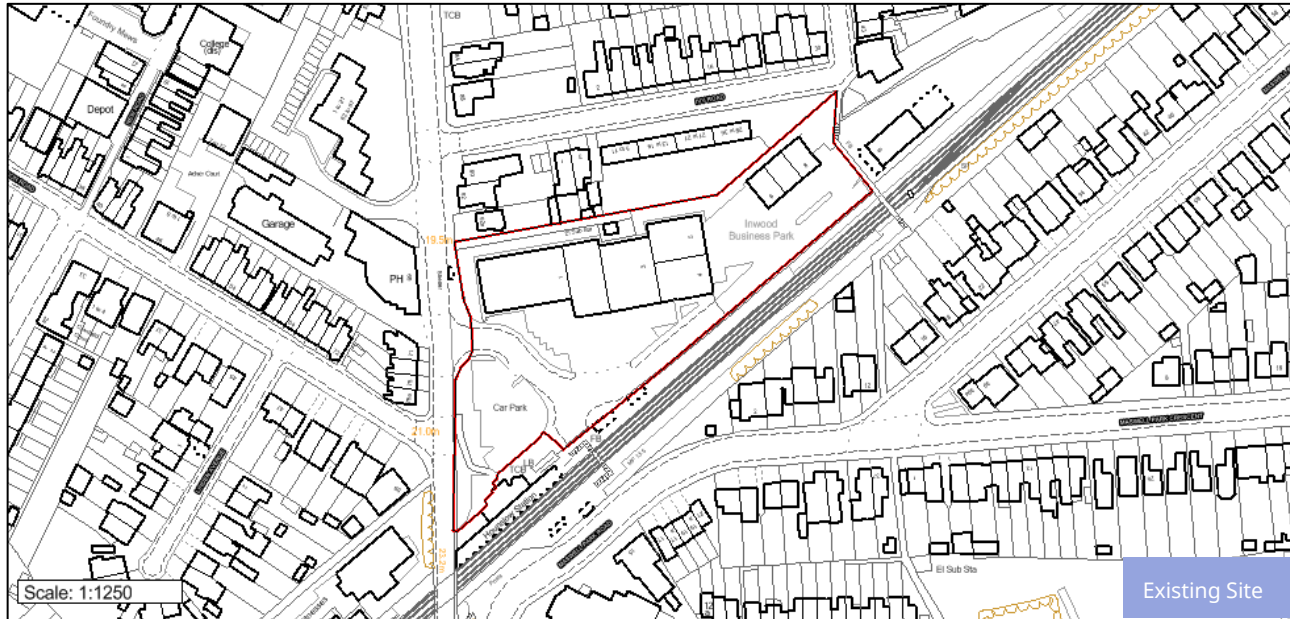


Address	Land at James Street, James Street, Hounslow Central Ward, TW3 1SP		
Place		Site Size	0.5 Ha
PTAL	1a/1b	Existing Use	Allotment
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Local Importance (HoL11) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 or any subsequent policy).</p>		

Minimum Development Quantum			
Residential Units	70	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Site Description	The site is bounded to the north and east by residential development, and by a railway line to the south.
Proposed Uses	Residential (C3)
Justification	<p>Redevelopment of the site to introduce residential development. Development should provide an attractive and sensitive boundary to adjacent open space which maintains a sense of openness and enables greater access for occupiers of both new and existing development, including provision of public access through and across the site. The height of new development should start from the predominant character of the area when developing densities, and should consider adjacent areas of different character to ensure development steps up from existing height in order to form a sensitive and legible change in character while optimising density. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 90 - INWOOD BUSINESS PARK

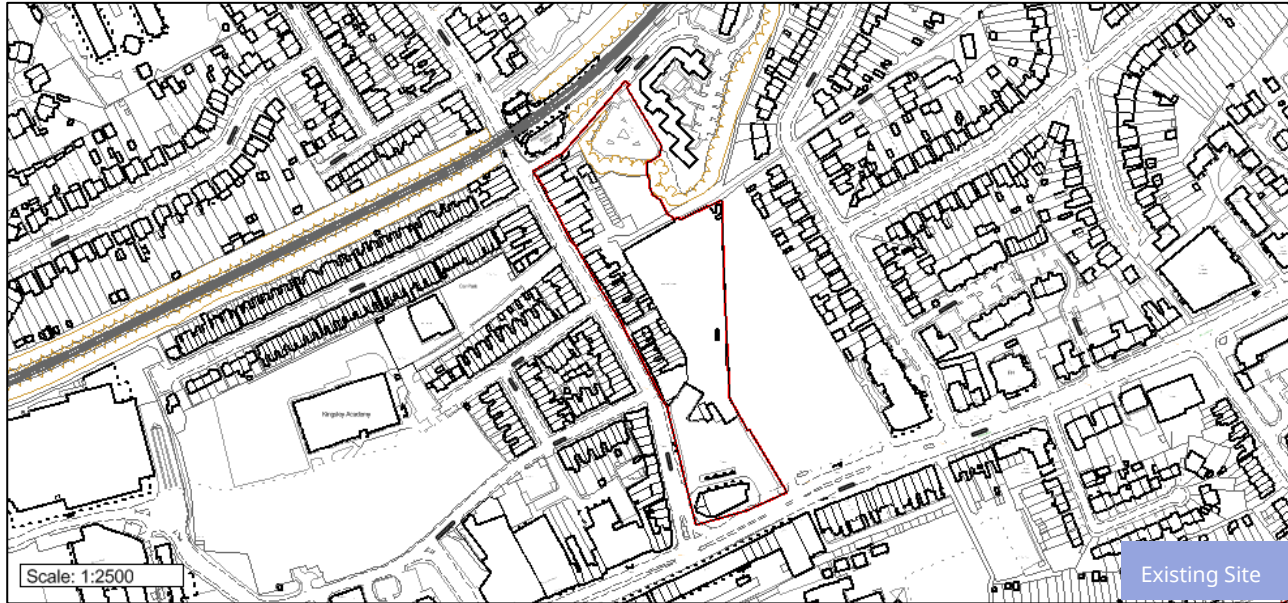


Address	Inwood Business Centre, Whitton Road, Hounslow Central Ward, TW3 2EB		
Place		Site Size	0.8 Ha
PTAL	2/5	Existing Use	Industrial Estate (B1c, B8, Sui Generis)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Area of Special Character : The site sits within an area of special character. Development proposals should have regard to the council's Heritage Policies in the adopted local plan.</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	30	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	4240
Industrial (B2/B8) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Site Description	<p>The site is bounded by Hounslow railway station and rail lines to the south, residential terraces along Ivy Road and Whitton Road to the west. The site is accessed from Whitton Road.</p> <p>The surrounding area is predominantly low rise residential. Part of the site is taken up by parking used by Hounslow Station.</p>
Proposed Uses	Residential (C3) with Industrial (B1c/B2/B8)
Justification	<p>Redevelopment of the site to introduce residential uses as part of a mixed use development. Proposed industrial and residential mixed use buildings and plots should accord with the design approaches identified in the GLA Industrial Intensification and Co-Location Practice Note (2018). New development should seek to optimise density while ensuring that the development steps up from existing surrounding height in order to form a sensitive and legible change in character.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site.</p> <p>Development should safeguard the land needed to the north of Hounslow station to facilitate the West London Orbital Rail line which is proposed to terminate at Hounslow.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 91 - HOUNSLOW BUS GARAGE



Address	Land at Hounslow Bus Garage and Interchange, High Street, Hounslow, Hounslow Central Ward, TW3 1PA		
Place		Site Size	2.12 Ha
PTAL	5/6a	Existing Use	Bus Garage and Servicing (Sui GenerisB2), Residential (C3), Retail (A1 – A5) and car park (Sui Generis)
Ownership	Public/Private	Site Source	SAC 2019
Planning Designations	<p>The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy.</p> <p>Development of the site is partly within Hounslow Town Centre and small neighbourhood centres which should maintain a network of successful town and neighbourhood centres and contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC1 and TC2) and any subsequent updates.</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	830	Retail(A1-A4) (Sqm)	1610
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Parking (Sqm)		Bus Garage (Sui Generis) (Sqm)	12310

Phasing	2025-2030
<b>Development Details</b>	
Site Description	The site is located adjacent to Kingsley Road and London Road, on the edge of Hounslow town centre. The site is surrounded to the west and east by residential development (including new development to the east) the Picadilly Line and Hounslow East station to the north with residential beyond, and has a bus interchange and commercial uses to the south of the site.
Proposed Uses	Bus Garage (Sui-Generis) with residential (C3), retail, and open space.
Justification	<p>Redevelopment of the Bus Garage and Interchange to provide a new, bus garage with ancillary office space, alongside retail units, residential development and open space. The proposed bus garage should be appropriately located within the site in order to create a consistent and visible commercial frontage along Kingsley Road;</p> <p>Layout of the proposed mixed use development should ensure it contributes to the animation of streets and should ensure that the operation of the bus garage is not compromised by the position of and layout of the residential dwellings and amenity spaces and vice versa. Development should accord with the design approaches identified in the GLA Industrial Intensification and Co-Location Practice Note (2018) insofar as vehicle movements associated with the Bus Garage interact with the residential element. Development should have regard to the adjacent Hounslow Place development when proposing massing and layout in order to ensure a legible townscape. The height of new development should enhance the character of the area while optimising density.</p> <p>Existing pedestrian routes adjacent to the site should be retained and enhanced in a way which improves accessibility and legibility of Hounslow east station from surrounding areas, facilitates movement by walking and cycling, and provides footways of an appropriate width on Kingsley Road and London Road which comply with transport guidance such as the TfL Pedestrian Comfort guidance and the Healthy Streets guidance whilst also ensuring deliveries can be accommodated and traffic on adjacent roads is not obstructed.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Proposals which seek to alter existing public rights of way on the site must demonstrate improvements to walking and cycling routes between North Drive, the town centre and Hounslow East station, as applicable visual and amenity improvements must also be provided as part of new routes.</p>

## 92 - UPSTAGE



Address	Upstage, Spring Grove Road, Hounslow Central Ward, TW3 4BE		
Place		Site Size	0.6 Ha
PTAL	2/3	Existing Use	Light Industrial (B1c) and bus servicing (Sui Generis)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Noise; Site is within the 63 dB LAeq 16hrs noise contour of Heathrow Airport. Development will be subject to compliance with Local Plan Policy E5 and any subsequent policy.</p>		

Minimum Development Quantum			
Residential Units	50	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	430	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

<b>Development Details</b>	
Site Description	<p>The site is located to the rear of residential properties along Spring Grove Road and Kingsley Road to the north and east, Brookwood Road to the south, Highlands Close to the west and Lainlock Place to the north. The site's sole point of access is from Lainlock Place.</p> <p>The surrounding context is predominantly low rise residential, with some mid rise residential to the south (Brookwood Road).</p> <p>Site falls within London Heathrow Airport 63dB LAeq noise contour.</p>
Proposed Uses	Residential (C3) and Business (B1a/b).
Justification	<p>Intensification and diversification of existing industrial uses should be appropriately located within the site in order to form an effective buffer between this and other non employment uses on the site. Residential uses should integrate with adjacent sites, with industrial and residential mixed use buildings and plots according with the design approaches identified in the GLA Industrial Intensification and Co-Location Practice Note (2018).</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 93 - LAND AT KINGSLEY ROAD

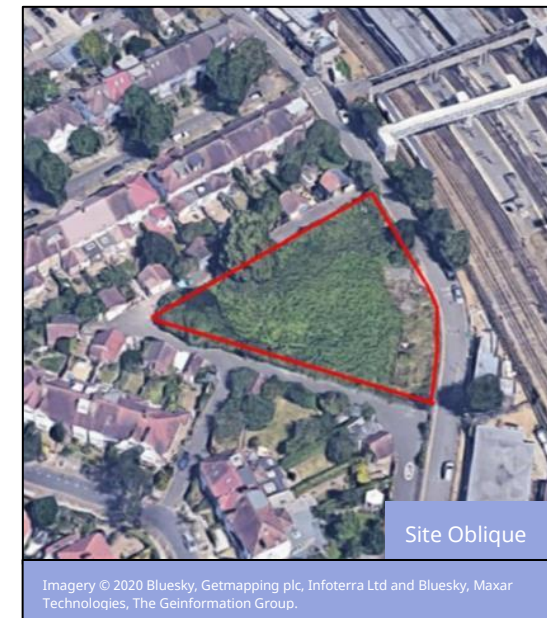
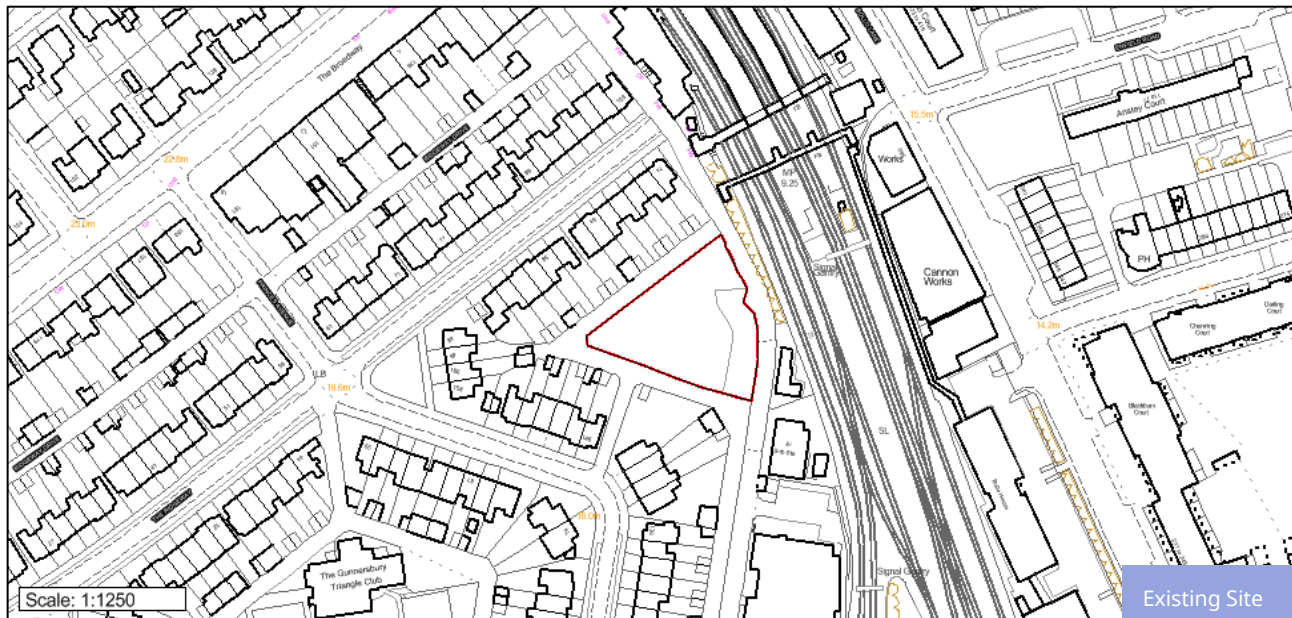


Address	Hounslow Youth Centre, Kingsley Road, Hounslow Central Ward, TW3 1QA		
Place		Site Size	0.4 Ha
PTAL	6a	Existing Use	Non-residential Institution (Youth Centre D1), Car Park
Ownership	Public	Site Source	SAC 2019
Planning Designations	<p>Hounslow Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2);</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	30	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	630	Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

<b>Development Details</b>	
Site Description	<p>The site is bounded by residential terraces on Myrtle Road to the north, residential and commercial uses along Kingsley Road to the east, residential terraces along Cecil Road to the south and Kingsley Academy to the west. The site is accessed from Kingsley Road.</p> <p>The context is predominantly low rise residential and commercial with the new Kingsley Academy rising to 5 storeys to the west of the site.</p>
Proposed Uses	Community Uses (D1) and Residential (C3).
Justification	<p>Redevelopment of the site to create a mixed use community hub with residential development. The height of new development should optimise density while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character, including delivery of an improved frontage onto Kingsley Road. Car parking for the Community Uses should be minimised, and the specific level of car parking provision for residential units should be limited to disabled parking. Development should provide a sensitive interface to the rear of the properties on Myrtle Road, Kingsley Road and Cecil Road to prevent problems with overlooking and shadowing. Comprehensive redevelopment of the site must retain and enhance the capacity for the D1 (Youth Centre) use and associated facilities on site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 94 - VACANT LAND R/O PRINCES AVENUE, GUNNERSBURY

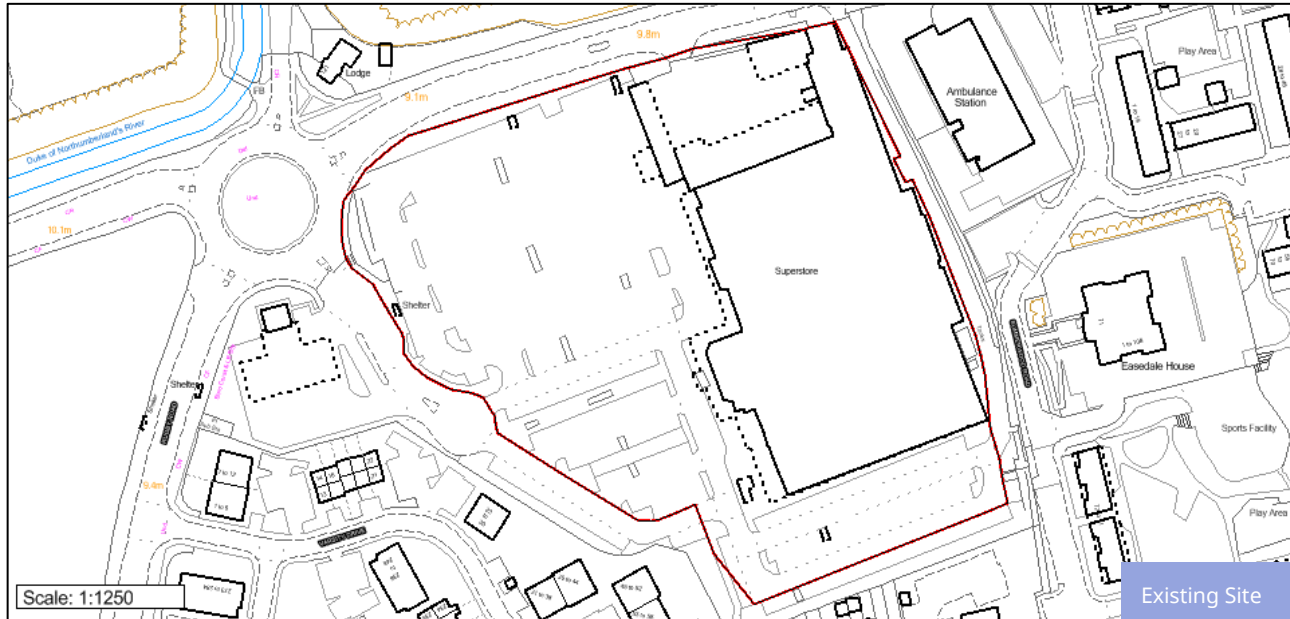


Address	Land r/o, Prince's Avenue, Isleworth Ward, W3 8LU		
Place		Site Size	0.2 Ha
PTAL	4	Existing Use	Vacant (waste ground)
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Conservation Area: Site is adjacent to the Gunnersbury Park conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4);</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	10	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

<b>Development Details</b>	
Site Description	<p>The site consists of a triangular plot of land to the rear of residential terraces along Princes Avenue to the south and west and The Ridgeway to the north, surrounded by residential garages and gardens serving these properties on two sides. The site adjoins a TfL site (Acton Works and Engineering Training Centre) and railway lines (District and Piccadilly Lines) to the east. The site is accessed by Princes Way which leads out to Princes Avenue to the south.</p> <p>The site is within the Gunnersbury Park conservation area and associated Article 4 direction area.</p>
Proposed Uses	Residential (C3)
Justification	<p>Redevelopment of site for residential use. Development should seek to optimise density of uses on the site, with the height of new development stepping up from predominant surrounding heights in order to form a sensitive and legible change in character. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. Development should facilitate walking and cycling access to Acton Town station.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 95 - TESCO MOGDEN LANE



Existing Site



Site Oblique

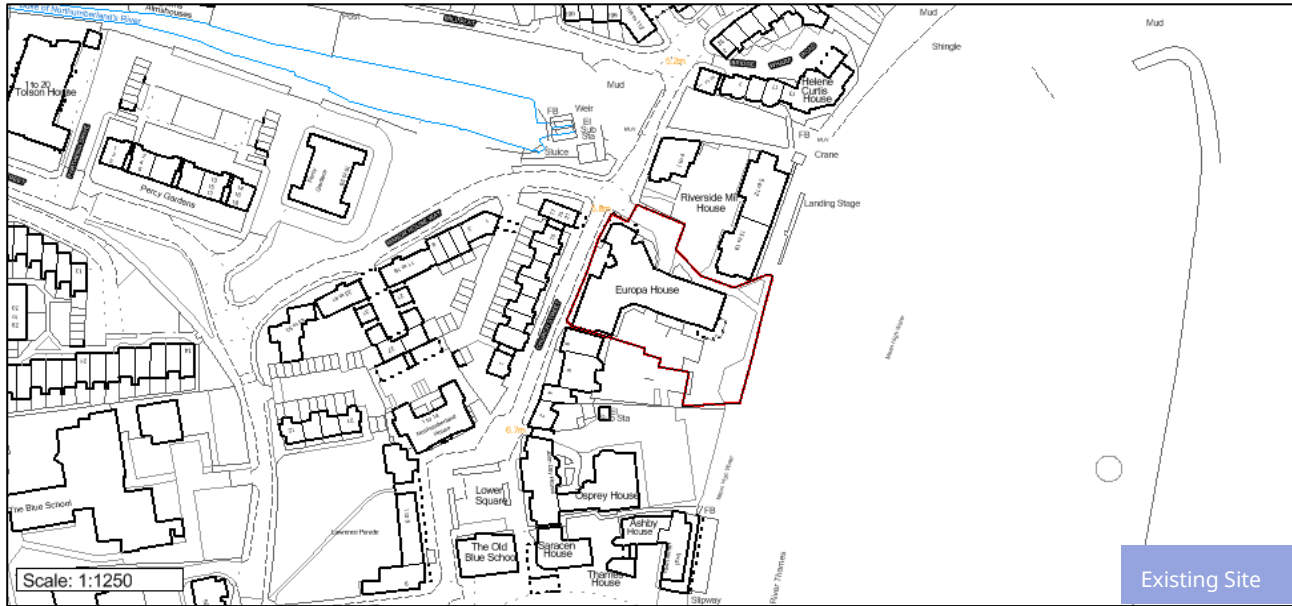
Imagery © 2020 Bluesky, Getmapping plc, Infoterra Ltd and Bluesky, Maxar Technologies, The Geinformation Group.

Address	Tesco, Mogden Lane, Isleworth Ward, TW7 7JY		
Place		Site Size	2.7 Ha
PTAL	1b	Existing Use	Retail Superstore (A1) and associated parking
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Site adjoins a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI06) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy).</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	340	Retail(A1-A4) (Sqm)	10670
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2025-2035		

Development Details	
Site Description	<p>The site is bounded by Mogden Lane to the north, Summerwood Road to the east, residential uses along Varsity Drive to the south and a petrol station on Rugby Road to the west. The site is accessed from an access road off the roundabout to the west and Mogden Lane.</p> <p>The site's surroundings are mixed in character: low to medium rise residential to the south, medium to high rise residential blocks to the east, low rise residential and commercial to the north-east and open land to the north.</p>
Proposed Uses	Large Format Retail (A1) and Residential (C3)
Justification	<p>Redevelopment of site to introduce residential uses, and a single large retail (A1) unit delivering the minimum quantum of retail floorspace, and structured parking.</p> <p>Appropriately designed vehicular access to the site should be from the existing roundabout at the junction of Mogden Lane Lane and Rugby Road with limited secondary access from Mogden Lane. Vehicular access should be designed to minimise impact on active travel modes. Pedestrian and cycle access and routes should be provided between Mogden Lane, Varsity Drive and should be considered from Varsity Road.</p> <p>Development should seek to optimise density on the site, and this should be delivered as a network of streets and seek to limit on street parking, and which follow the healthy streets approach, and facilitating the delivery of new walking and cycling routes through and around the site, supporting and improving connections to Twickenham town centre and railway station. Roads within the site should be designed to provide safe and legible walking and cycling access. Commercial traffic is to be segregated from all residential areas and all servicing activity is to take place within the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. Development should be sensitive to and seek to enhance the SINC to the north of the site, and should provide appropriate mitigation measures to deal with pollution arising from Mogden Sewage works.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

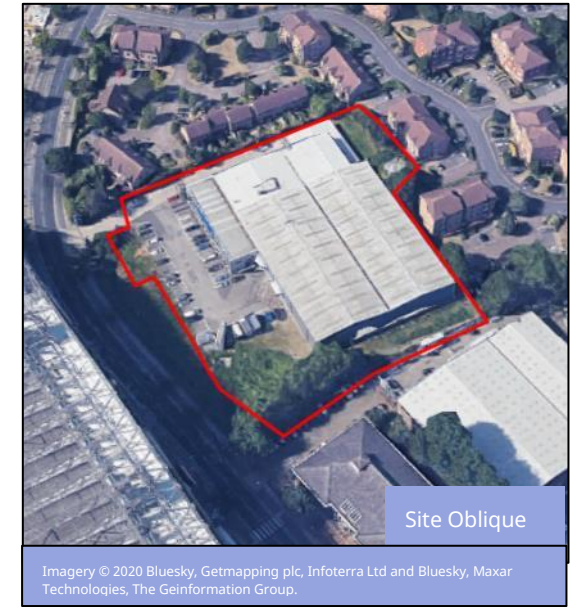
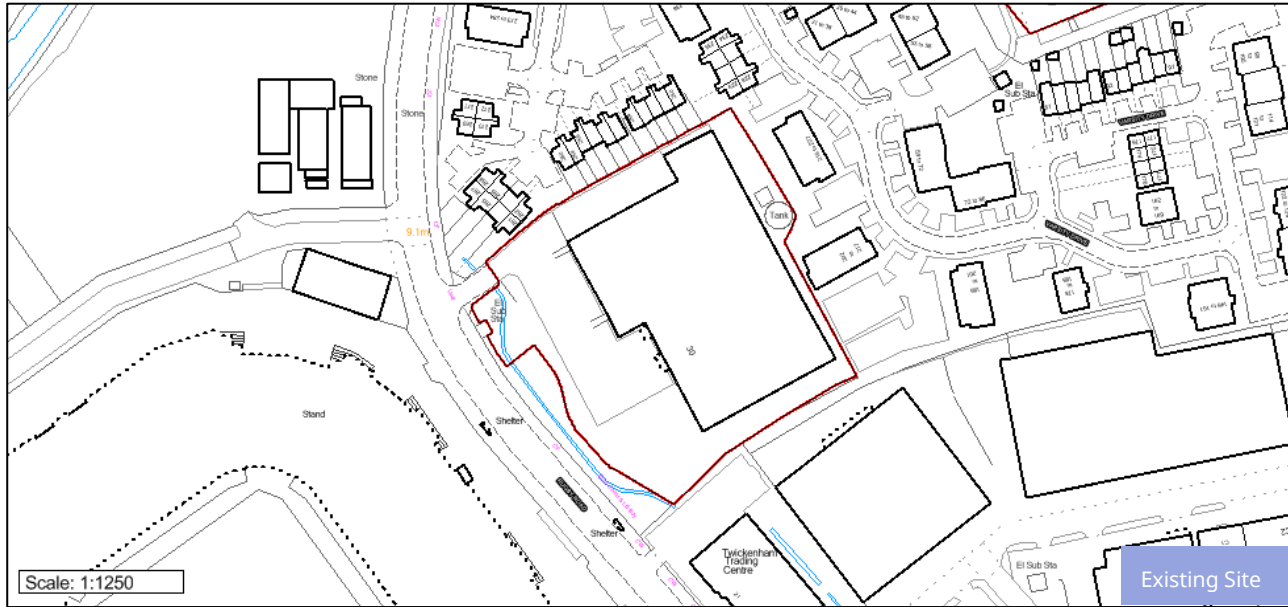
# 96 - EUROPA HOUSE



Address	Europa House, Church Street, Isleworth Ward, TW7 6DA		
Place		Site Size	0.3 Ha
PTAL	1b/2	Existing Use	Office (B1a)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy. Site is adjacent to the Isleworth Riverside conservation Area. Development should conserve and take opportunities to enhance the character of the area (See Local Plan Policy CC4);</p> <p>Thames Frontage: Development should have regard to policy GB5 of the local plan and any subsequent policy in order to promote the improvement of water quality in the Blue Ribbon Network, and be consistent with the Thames River Basin Management Plan; Flood Zone: Part of site within Flood Zone 3a benefitting from Flood Defences; Development must provide a flood risk assessment and apply the sequential approach as set out in policy EQ3 of the Local Plan or any subsequent policy. Area of Special Advertisement Control: advertisements should be avoided within this area (see Local Plan policy CC5); Adjacent buildings are listed (Grade 2); development should seek to conserve and enhance the buildings and their setting.</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development. Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M031 River Thames and Tidal Tributaries) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy).</p>		
<b>Minimum Development Quantum</b>			
Residential Units	20	Business (B1a/b)(Sqm)	2480
Phasing	2020-2025		

Development Details	
Site Description	The site is bounded by residential uses on Church Street to the north, the River Thames to the east, and offices along Church Street to the south and west . The site is accessed via Church Street.
Proposed Uses	Business Use with Residential Development (C3)
Justification	<p>Redevelopment of the site to create a mixed use residential development with business uses. The height of new development should optimise density, while ensuring that development steps up from existing surrounding height in order to form a sensitive and legible change in character.</p> <p>Due to the nature of the constraints on the site, the layout and redevelopment of the site should, through a heritage assessment, take into careful consideration the nearby Grade II Listed Buildings and their setting, and be of a high quality design. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 97 - 30 RUGBY ROAD

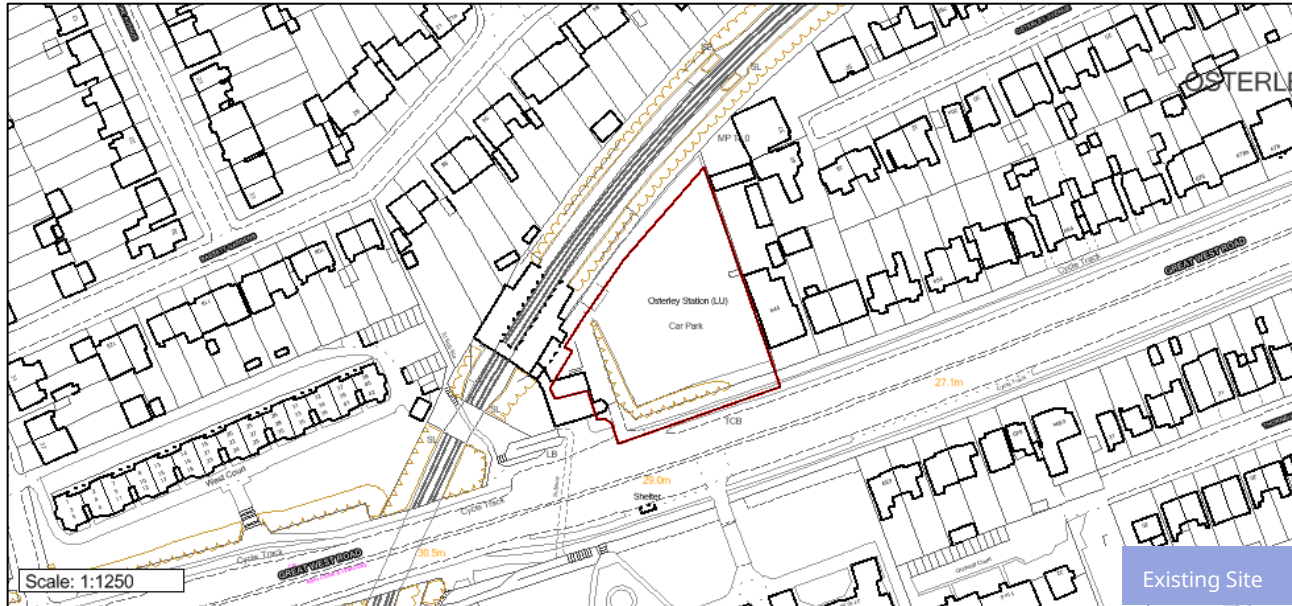


Address	30 Rugby Road, Rugby Road, Isleworth Ward, TW1 1DG		
Place		Site Size	1 Ha
PTAL	1b	Existing Use	Storage/Warehousing (B8)
Ownership	Private	Site Source	SAC 2019
Planning Designations	Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	60	Retail(A1-A4) (Sqm)	
Light Industrial (B1c) (Sqm)		Industrial (B1c/B2/B8)(Sqm)	5700
Industrial (B2,B8) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Site Description	The site is bounded by residential uses at low density to the North, Rugby Road and a major leisure facility, Twickenham Stadium to the west, and industrial sites to the south and southeast. The site is accessed from Rugby Road which is in the London Borough of Richmond-Upon-Thames.
Proposed Uses	Industrial (B1c/B2/B8) with Residential Development (C3)
Justification	<p>Redevelopment of the site to create a mixed use light industrial/industrial site with residential uses. The height of new development should optimise density, while ensuring that development steps up from existing surrounding height in order to form a sensitive and legible change in character. Proposed industrial and residential mixed use buildings and plots should accord with the design approaches identified in the GLA Industrial Intensification and Co-Location Practice Note (2018).</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site. Commercial traffic is to be segregated from residential areas and all servicing is to take place within the site. Improvements to the site frontage should be designed to accommodate visitors and events at Twickenham Stadium. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 98 - OSTERLEY STATION CAR PARK

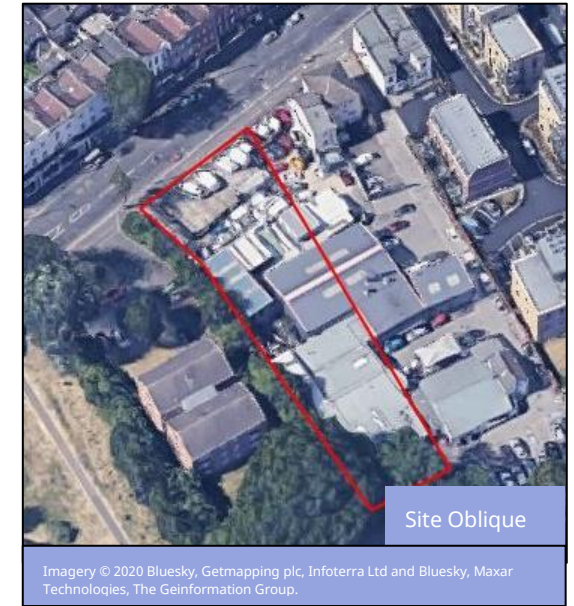


Address	Osterley Station, Great West Road, Osterley and Spring Grove Ward, TW7 4PU		
Place		Site Size	0.4 Ha
PTAL	2/3	Existing Use	Car Park
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance, Grade II (HoBII12) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (see Local Plan policy GB7 and any subsequent policy).</p> <p>Osterley Station is listed (Grade 2); development preserve the listed building and its setting in a manner appropriate to its significance.</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	50	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Site Description	The site is an existing station and ancillary station car park. Osterley station is Grade II listed with a highly visible and distinct element on top of the building. The site is bounded to the East by residential development, by railway tracks to the north and east, Osterley Station to the east and by the Great West Road to the south.
Proposed Uses	Residential Development
Justification	<p>Redevelopment of the site for residential development, and appropriate level of car parking provision for the station. Access to the site should be from the Great West Road, and any development should protect and enhance the existing listed station building and its setting through a high quality design which protects views of the station tower. The proposed height of new development should enhance the character of the area while optimising density.</p> <p>Development should provide improved pedestrian and cycle access to the site and provide improved pedestrian and cycle links to Hounslow town centre.</p> <p>Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. Disabled car parking, parking for the station should be retained.</p>

# 99 - FELTHAM COACHWORKS

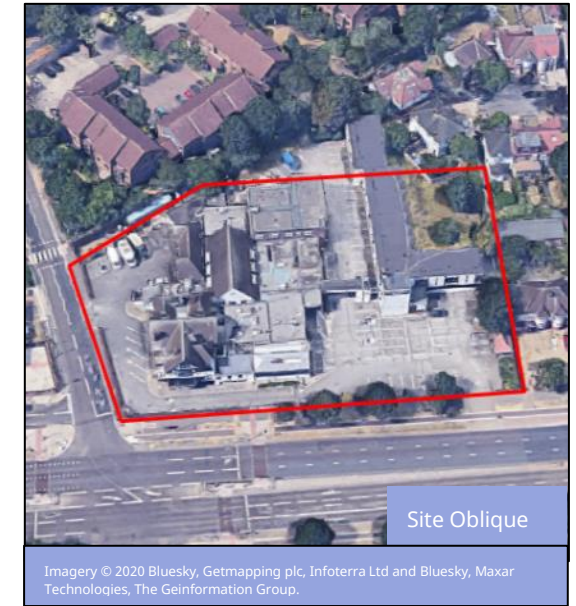
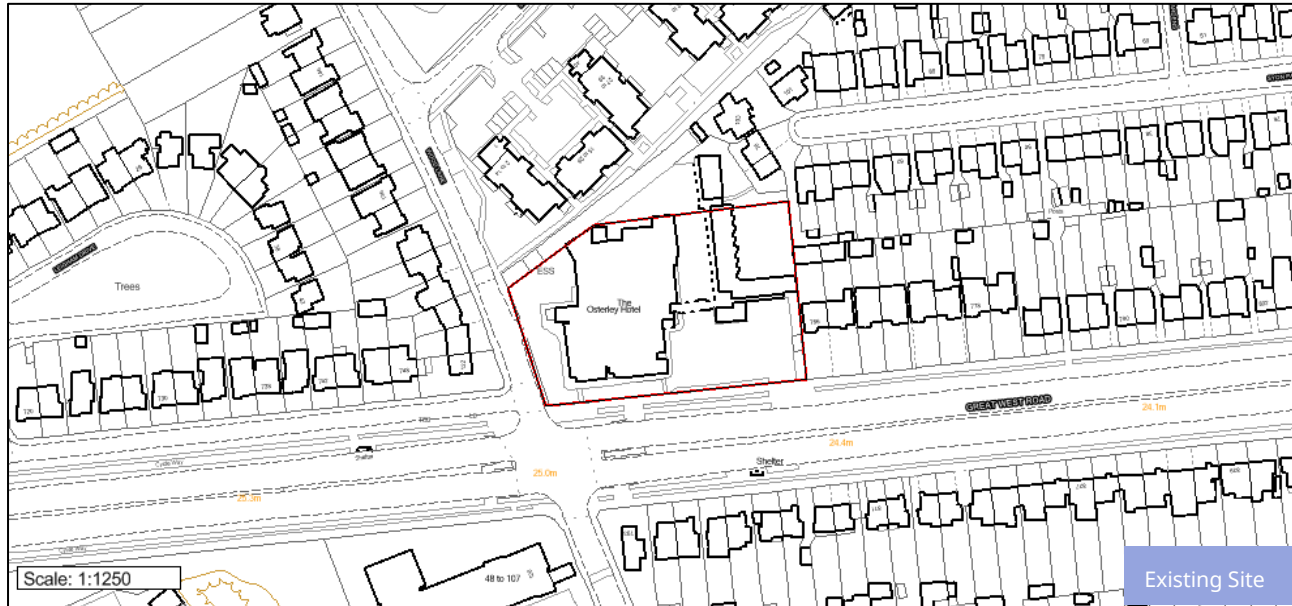


Address	Feltham Coachworks, London Road, Isleworth, Osterley and Spring Grove Ward, TW7 4EW		
Place		Site Size	0.4 Ha
PTAL	3/4	Existing Use	Vehicle depot (Sui Generis)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy.</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	10	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	750
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Site Description	The site is bounded by residential development on the west, south and east of the site, and the London Road to the North. , and opposite the grade II listed Spring Grove fire station.
Proposed Uses	Residential (C3) and Industrial (B1c/B2/B8)
Justification	<p>Redevelopment of site for mixed use development. New development should seek to optimise density while ensuring that the development steps up from existing surrounding height in order to form a sensitive and legible change in character. Proposed industrial and residential mixed use buildings and plots should accord with the design approaches identified in the GLA Industrial Intensification and Co-Location Practice Note (2018). All commercial traffic is to be segregated from residential areas. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 100 - OSTERLEY PARK HOTEL

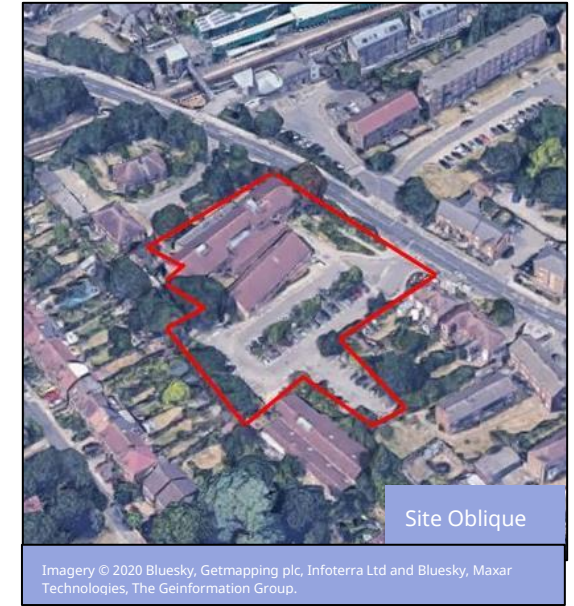


Address	Osterley park hotel, 764, Great West Road, Osterley and Spring Grove Ward, TW7 5NA		
Place		Site Size	0.4 Ha
PTAL	1a/2	Existing Use	Hotel (C2)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Locally Listed Building: Site contains a locally listed building: development should have regard to any harm to, or loss of, the significance of a non-designated heritage asset, including from both direct and indirect effects (see Local Plan Policy CC4)</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	80	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Site Description	<p>The site is bounded by residential uses on Breybourne Drive to the north, Syon Park Gardens and Great West Road to the west and east, and the Great West Road to the south. The site is accessed via Wood Lane and Great West Road.</p> <p>The context is predominantly low rise residential with some medium rise to the south-west.</p>
Proposed Uses	Residential (C3)
Justification	<p>Redevelopment of site for residential development. The height of new development should start from the predominant character of the area when developing densities, and should consider adjacent areas of different character to ensure development steps up from existing height in order to form a sensitive and legible change in character while optimising density. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. Appropriate vehicular access is to be provided from Wood Lane and/or the A4 Great West Road.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 101 - BRENTFORD GROUP PRACTICE



Address	Brentford Group Practice, Boston Manor Road, Syon Ward, TW8 8DS		
Place		Site Size	0.5 Ha
PTAL	3/4	Existing Use	GP Surgery (D1) with ancillary car parking.
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	Site is within the St Pauls conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4) Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	60	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	3690	Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Site Description	The site is an existing medical centre providing specialist and general services. The site is bounded to the North, West and South by two storey residential semi-detached development, and by Ealing Road to the East, which increases in level to form an embankment for a bridge over a railway. The predominant character is two storey development with large gardens.
Proposed Uses	Health Centre (D1) with residential (C3).
Justification	Redevelopment of site to provide a new health centre and introduce residential use. Development should seek to optimise density of uses on the site, with the height of new development stepping up from predominant surrounding heights in order to form a sensitive and legible change in character. Access to the site should facilitate new walking and cycling connections. . Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. The residential and commercial elements of the development are to be clearly separated and all servicing is to take place within the site. Development should have regard to the Noise and Air Quality Background Paper.

# 102 - VICTORY BUSINESS CENTRE

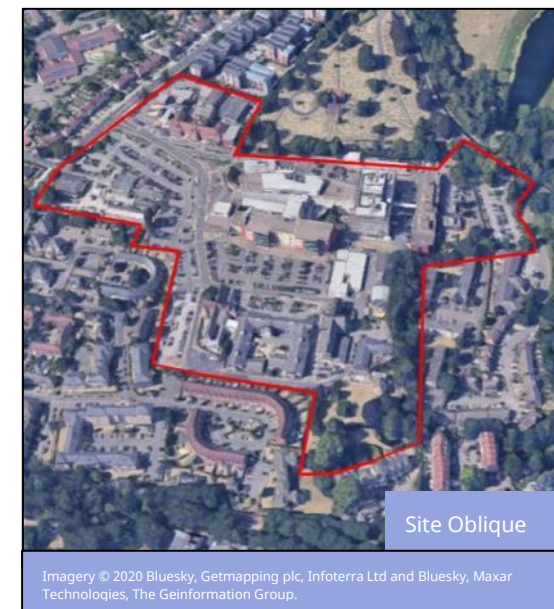
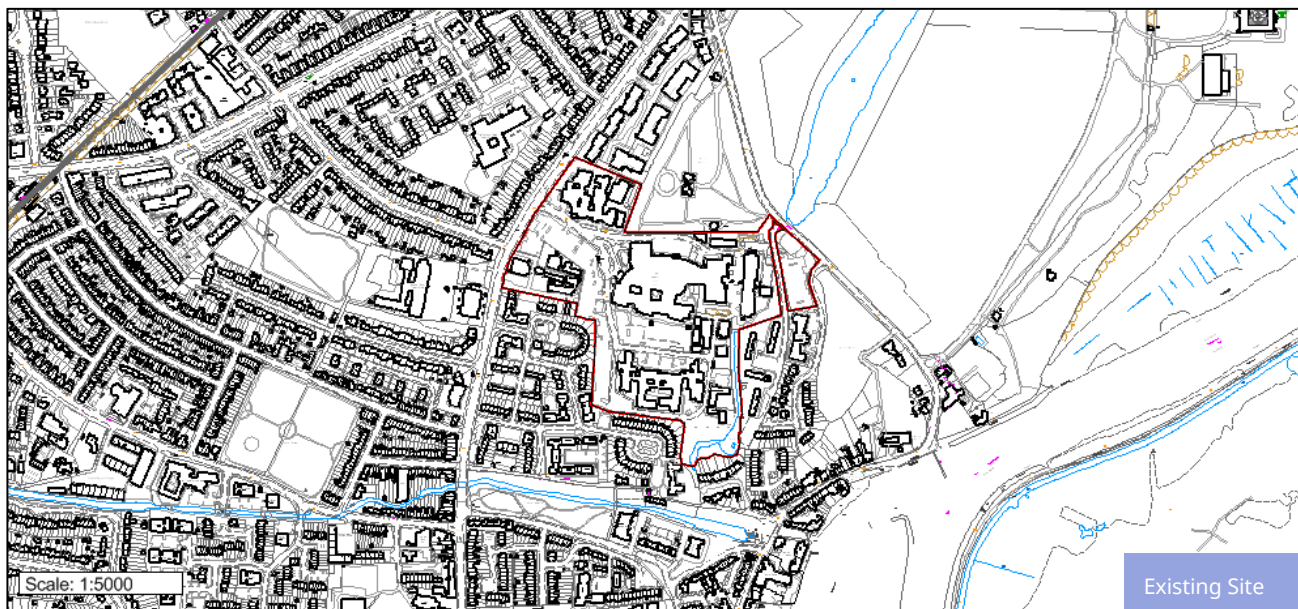


Address	Victory Business Centre, Fleming Way, Syon Ward, TW7 6EU		
Place		Site Size	2.1 Ha
PTAL	1b	Existing Use	Warehousing (B8) General Industrial (B2) and Light Industrial (B1b/c)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Locally Significant Industrial Site (LSIS): Proposals within LSIS should, where feasible, intensify uses suitable for broad industrial-type activities and should consider the impact of development on existing occupiers in accordance with the agent of change principle. Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Borough Importance Grade I (HoBI06) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy).</p>		

Minimum Development Quantum			
Residential Units		Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	6980
Industrial (B2,B8) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

<b>Development Details</b>	
Site Description	The Site is an existing industrial estate which is accessed from Fleming way. The site is bounded to North by a mix of two storey residential and offices, with industrial uses to the east, west and south (where it is adjacent to Mogden Sewage Work). Access to the site is from Fleming Way.
Proposed Uses	Industrial Use (B1c/B2/B8).
Justification	Redevelopment and intensification of industrial uses should demonstrate an increased floorspace provision on site as well as increased employment densities, and should support the function, attractiveness and competitiveness of the location by integrating with and not harming the function of adjacent employment sites. Development should be sensitive to and seek to enhance the SINC's to the west and south of the site, providing appropriate mitigation as necessary. Development should ensure it is of a form and scale that it minimises impact on the adjoining local open space.

# 103 - WEST MIDDLESEX HOSPITAL



Address	West Middlesex Hospital, Twickenham Road, Syon Ward, TW7 6AF		
Place		Site Size	7.6 Ha
PTAL	1b/2/3	Existing Use	Hospital (D1)
Ownership	Public	Site Source	SAC 2019
Planning Designations	<p>Conservation Area: Site is adjacent to the Isleworth Riverside conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4);</p> <p>Area of Special Advertisement Control: advertisements should be avoided within this area (see Local Plan policy CC5)</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	250	Retail(A1-A4) (Sqm)	1480
Business (B1a/b)(Sqm)	2600	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	19590	Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2035		

Development Details	
Site Description	Major hospital including accident and emergency and other specialist units. Site has extensive buildings of varying heights (typically between 4-6 storeys) with large amounts of parking and access routes on site. Site is bounded by residential development to East, West and South, comprising 2-3 storey semi-detached and terraced housing. The site is bordered by a Cemetery to the North.
Proposed Uses	Health (D1) with Residential (C3) with ancillary retail (A1-A4), and business (B1a/b).
Justification	<p>Redevelopment of part of the hospital estate for new health (D1) uses, supporting ancillary mixed uses, and residential development. The layout of new development should support and enhance the existing predominant use as a hospital, including ensuring appropriate emergency vehicular access. Appropriately designed vehicular access to the site should be from the Twickenham Road. The height of new development should start from the predominant character of the area when developing densities, and should consider adjacent areas of different character to ensure development steps up from existing height in order to form a sensitive and legible change in character while optimising density, and should facilitate the delivery of new walking and cycling links through the site, as well as taking opportunities to provide enhanced pedestrian link to Old Isleworth local centre. The Healthy Streets approach should be applied to new streets and links within and around the site and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure and links to local town centres and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. Access for pedestrians and cyclists is to be enhanced, with bus stops, stands and turning facilities provided to allow current bus services to be retained and land safeguarded to allow for future capacity improvements to be accommodated. Development should be phased in order to enable the delivery of the minimum development quantum with additional phases beyond the plan period.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 104 - CHISWICK HEALTH CENTRE

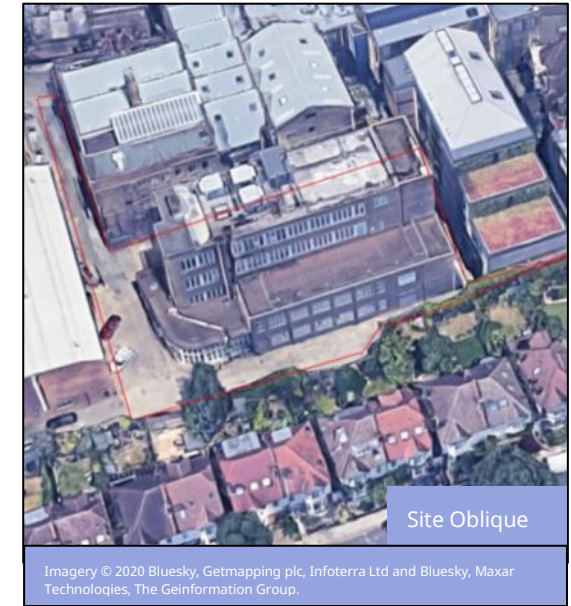
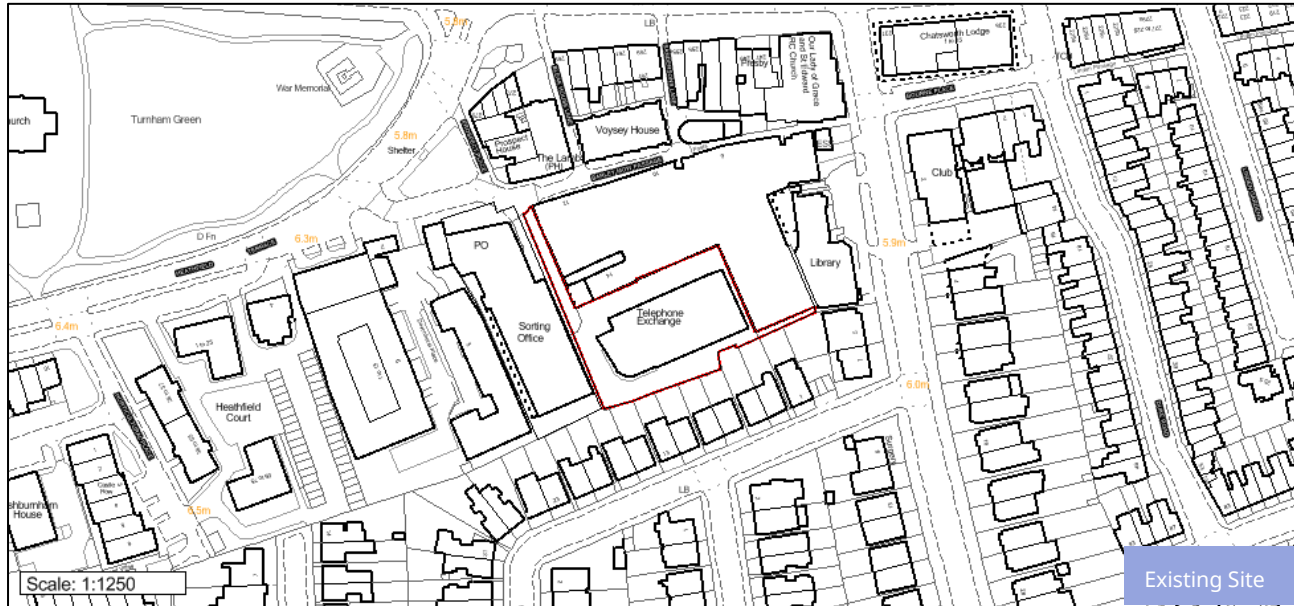


Address	Chiswick Health Centre, Fishers Lane, Turnham Green Ward, W4 1RX		
Place		Site Size	0.2 Ha
PTAL	5	Existing Use	GP Surgery (D1) with ancillary car parking.
Ownership	Public	Site Source	Call for Sites 2016
Planning Designations	<p>Chiswick Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2);</p> <p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy. Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	30	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)	2120	Assembly/Leisure (D2) (Sqm)	
Phasing	2025-2030		

Development Details	
Site Description	The site is an existing medical centre providing specialist and general services. The site is bounded on all sides by residential development.
Proposed Uses	Health Centre (D1) with residential (C3).
Justification	<p>Redevelopment of site to provide a new health centre and introduce residential use, and limited ancillary retail uses where these predominantly serve users of the centre. Development should seek to optimise density of uses on the site, with the height of new development stepping up from predominant surrounding heights in order to form a sensitive and legible change in character. Development should facilitate the improvement of walking and cycling routes around the site and improved walking and cycling connections to and from Chiswick town centre, and the development should conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 105 - CHISWICK TELEPHONE EXCHANGE

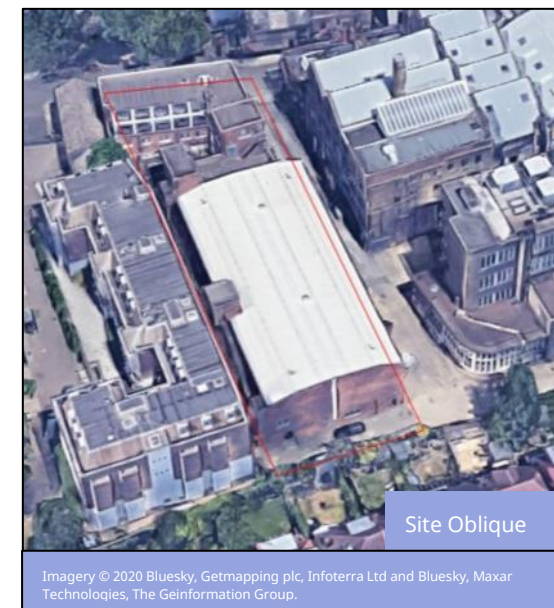
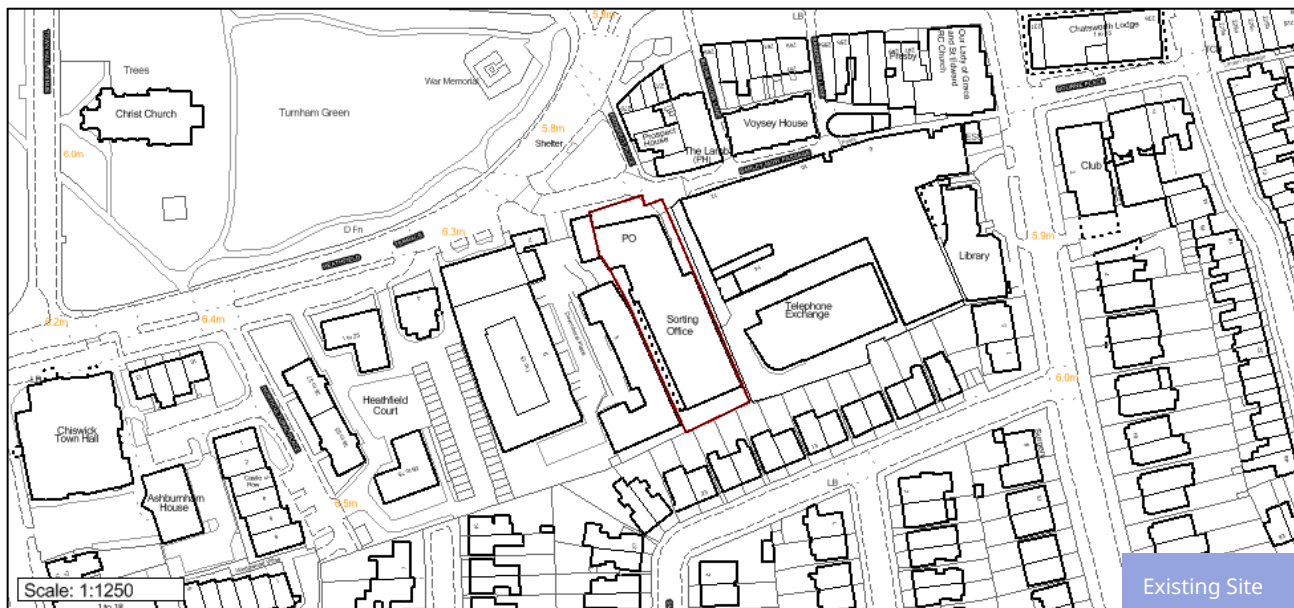


Address	Telephone Exchange, Barley Mow Passage, Turnham Green Ward, W4 4PH		
Place		Site Size	0.2 Ha
PTAL	5	Existing Use	Sui-Generis (Telephone Exchange)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Chiswick Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2); Flood Zone: Part of site within Flood Zone 3a benefitting from Flood Defences; Development must provide a flood risk assessment and apply the sequential approach as set out in policy EQ3 of the Local Plan or any superseding policy.</p> <p>Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy. Conservation Area: Site is within the Turnham Green conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4);</p> <p>Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	40	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	4000	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Site Description	<p>The site is bounded by a former industrial building now converted to mixed use office and commercial (Barley Mow Centre) on Barley Mow Passage to the north and east, residential properties along Dukes Avenue and Hadley Gardens to the south and the Post Office and Royal Mail Chiswick Delivery Office site to the west. The site is accessed from Barley Mow Passage.</p> <p>The site character is typical of an urban centre with surrounding dense, mid-rise mixed use buildings, however the area to the south of the site abruptly reduces in scale to low rise residential.</p>
Proposed Uses	Business (B1a/b) and Residential (C3)
Justification	<p>Redevelopment and/or conversion of the site for residential and office development. Proposals should seek to integrate and/or respond to proposals for develop adjacent to the west of the site (Royal Mail Office) and ensure development does not compromise the ability of the other site to be developed. Any development should preserve and enhance the character and appearance of the Turnham Green Conservation Area, with the height of new development optimising density while provide a sensitive interface to the rear of the site and properties on Dukes Avenue and Hadley Gardens to prevent problems with overlooking and shadowing, and steps up from existing predominant height in order to form a sensitive and legible change in character. The Barley Mow Centre to the north and east currently operates as a mixed use flexible office and commercial development. Any new development on this site should provide adequate sound and vibration mitigation to ensure the continued use of the Barley Mow Centre in its current form. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.. Limited vehicular access can be provided rom Barley Mow Passage, with all servicing accommodated on-site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

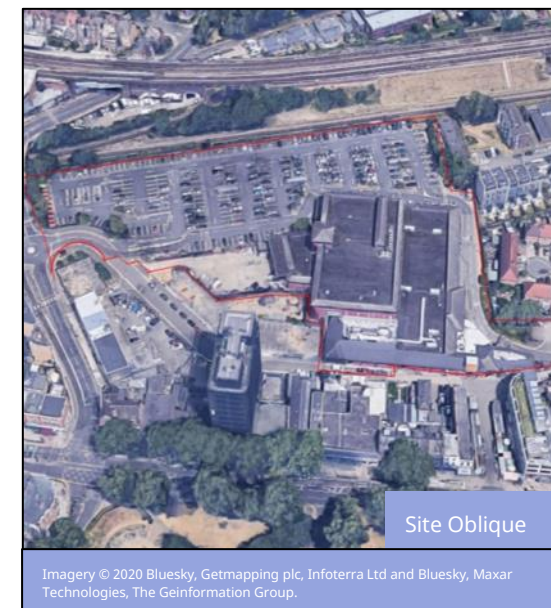
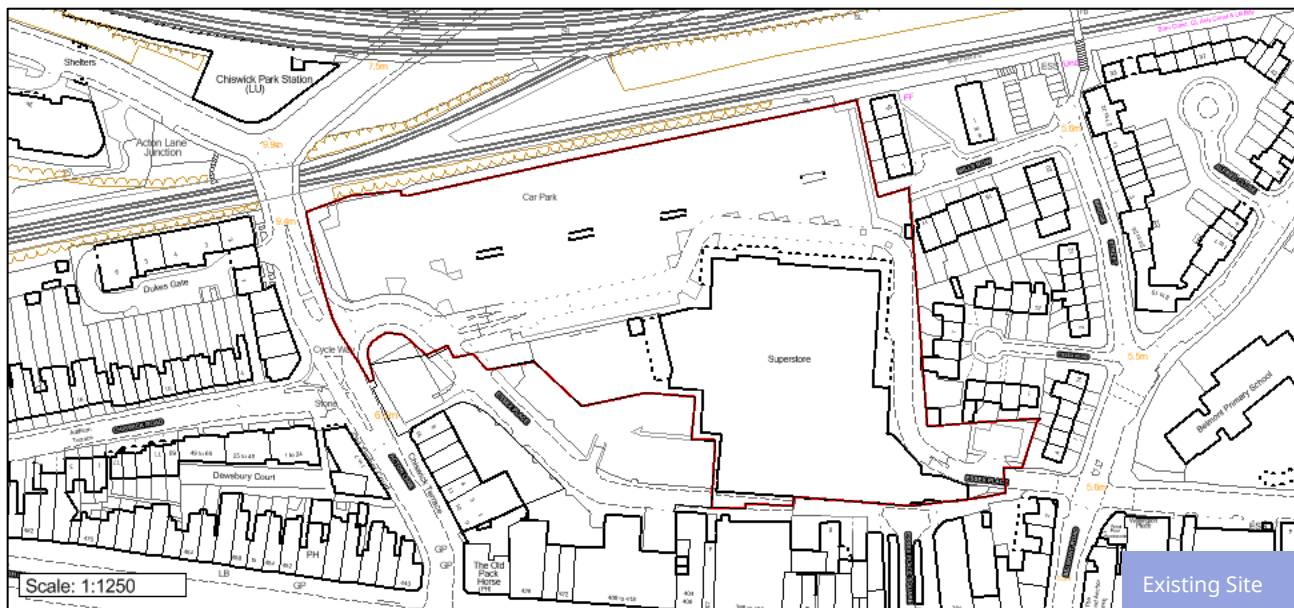
# 106 - ROYAL MAIL, CHISWICK DELIVERY OFFICE



Address	Post Office and Royal Mail, Chiswick Delivery Office, 1, Heathfield Terrace, Turnham Green Ward, W4 4JG		
Place		Site Size	0.2 Ha
PTAL	5	Existing Use	Post Office (A2) and Postal Sorting Office (Sui Generis)
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Chiswick Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2); Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy.</p> <p>Flood Zone: Part of site within Flood Zone 3a benefitting from Flood Defences; Development must provide a flood risk assessment and apply the sequential approach as set out in policy EQ3 of the Local Plan or any superseding policy.</p> <p>Conservation Area: Site is within the Turnham Green conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4); Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Adjacent buildings are listed (Voysey House, Grade 2* , 2A Heathfield Terrace, Grade 2) development should seek to conserve and enhance the buildings and their setting.</p>		
Minimum Development Quantum			
Residential Units	30	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)	3440	Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

<b>Development Details</b>	
Site Description	<p>The site is bounded by Barley Mow Passage to the north, offices (Barley Mow Centre) and the former Chiswick Telephone Exchange sites to the east, residential properties along Hadley Gardens to the south and residential flats within the former office building on Devonhurst Place to the west. The site is accessed from Barley Mow Passage.</p> <p>The site character is typical of an urban centre with surrounding dense mid-rise mixed use buildings, however the area to the south of the site abruptly reduces in scale to low rise residential.</p>
Proposed Uses	Business (B1a/b) and Residential (C3)
Justification	<p>Redevelopment and/or conversion of the site for residential and office development. Proposals should seek to integrate and/or respond to proposals for develop adjacent to the west of the site (Chiswick Telephone Exchange) and ensure development does not compromise the ability of the other site to be developed. Any development should preserve and enhance the character and appearance of the Turnham Green Conservation Area, with the height of new development optimising density while provide a sensitive interface to the rear of the site and properties on Dukes Avenue and Hadley Gardens to prevent problems with overlooking and shadowing. and steps up from existing predominant height in order to form a sensitive and legible change in character. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. All servicing is to be accommodated on-site.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 107 - SAINSBURY'S CHISWICK

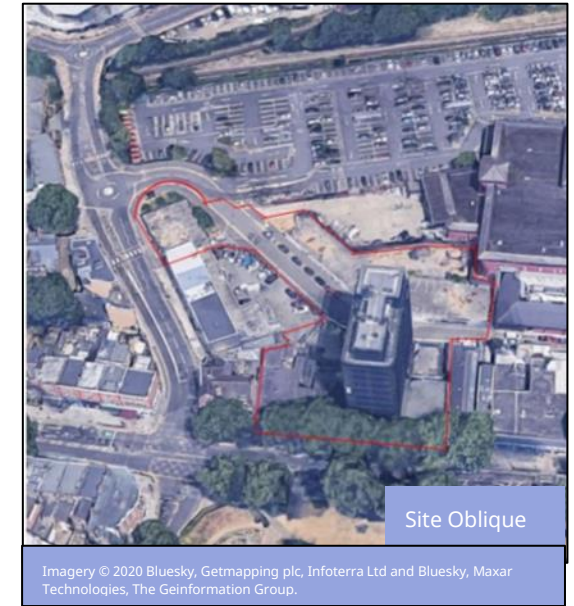
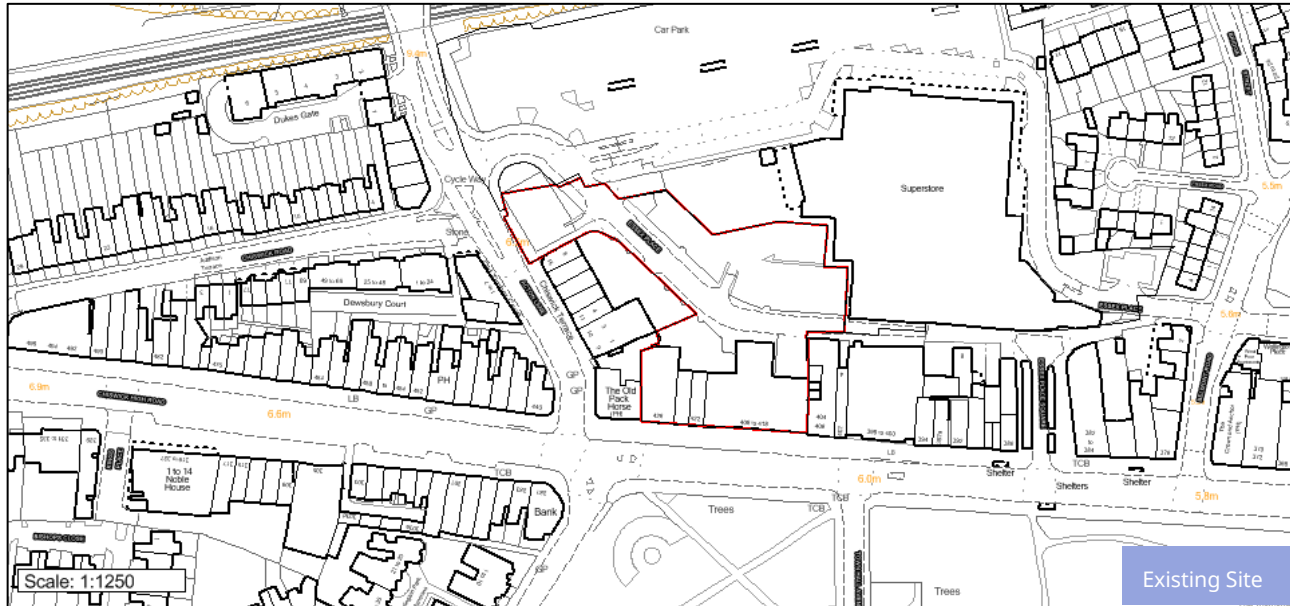


Address	Sainsbury's, 31, Essex Place, Turnham Green Ward, W4 5UT		
Place		Site Size	1.8 Ha
PTAL	4/5	Existing Use	Retail Superstore (A1) and associated parking
Ownership	Private	Site Source	Call for Sites 2016
Planning Designations	<p>Chiswick Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2); Flood Zone: Part of site within Flood Zone 3a benefitting from Flood Defences; Development must provide a flood risk assessment and apply the sequential approach as set out in policy EQ3 of the Local Plan or any superseding policy Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy. Site adjoins the Turnham Green conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4); Primary Shopping Area (PSA): Development is within the PSA; development should retain a high proportion of A1 retail uses. The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, the results of which may lead to further investigation being necessary, see Local Plan Policy CC4 or any subsequent policy. Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	390	Retail(A1-A4) (Sqm)	5300
Business (B1a/b)(Sqm)		Industrial (B1c/B2/B8)(Sqm)	
Health/Community (D1) (Sqm)		Parking (Sqm)	
Phasing	2025-2035		

Development Details	
Site Description	<p>The site is bounded by railway to the north (London Overground), residential uses on Essex Place, Mills Row and Essex Road to the east, the rear of mixed-use commercial uses along Chiswick High Road to the south and Acton Lane to the west. The site is accessed from Chiswick High Road (via Essex Place Square) and Essex Place.</p> <p>The site character is mixed with typical urban centre mid-rise mixed use building to the south and west, and loose grid low to medium rise residential to the east. The site adjoins an existing tall building Empire House to the south.</p>
Proposed Uses	Large Formal Retail (A1) with Residential (C3)
Justification	<p>Redevelopment of the site to create a mixed use retail and residential development, with a single large ground floor retail unit (A1) with appropriate level of car parking provision to support the retail use. Comprehensive redevelopment of the site must retain and enhance the capacity for A1 retail use and associated facilities on site, including access for market traders, but should seek to facilitate increased cycling and pedestrian access and movement across the site in a way which creates a legible street pattern and which provides high quality pedestrian and cycle routes. The site should have regard to proposals for the adjacent Empire House site and, seek to bring the sites forward as a comprehensive development.. The height of new development should optimise density while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character.</p> <p>The Healthy Streets approach should be applied to new streets and links within and around the site including Essex Place and on-street parking minimised. Proposals should contribute to the enhancement of public transport, walking and cycling infrastructure around the site including Chiswick Park station and links to Chiswick town centre and other destinations such as places of employment, services and leisure in order to minimise traffic generation and improve the connectivity of the site and increase the PTAL of the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport. Vehicular access is to be provided from Essex Place and an appropriately designed junction with Acton Lane. All commercial traffic is to be segregated from residential areas.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

# 108 - EMPIRE HOUSE

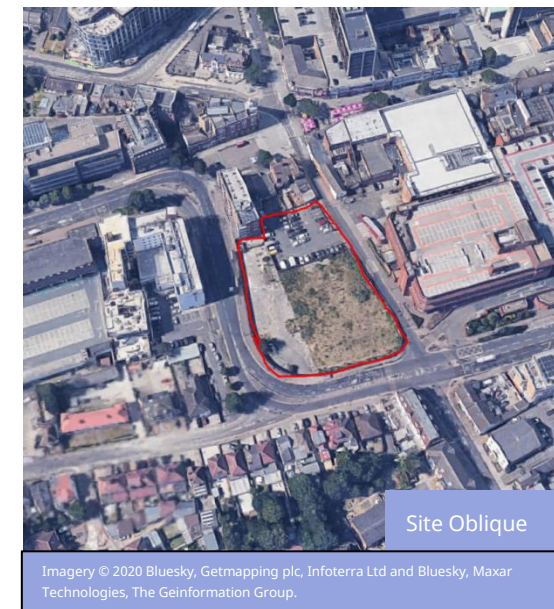
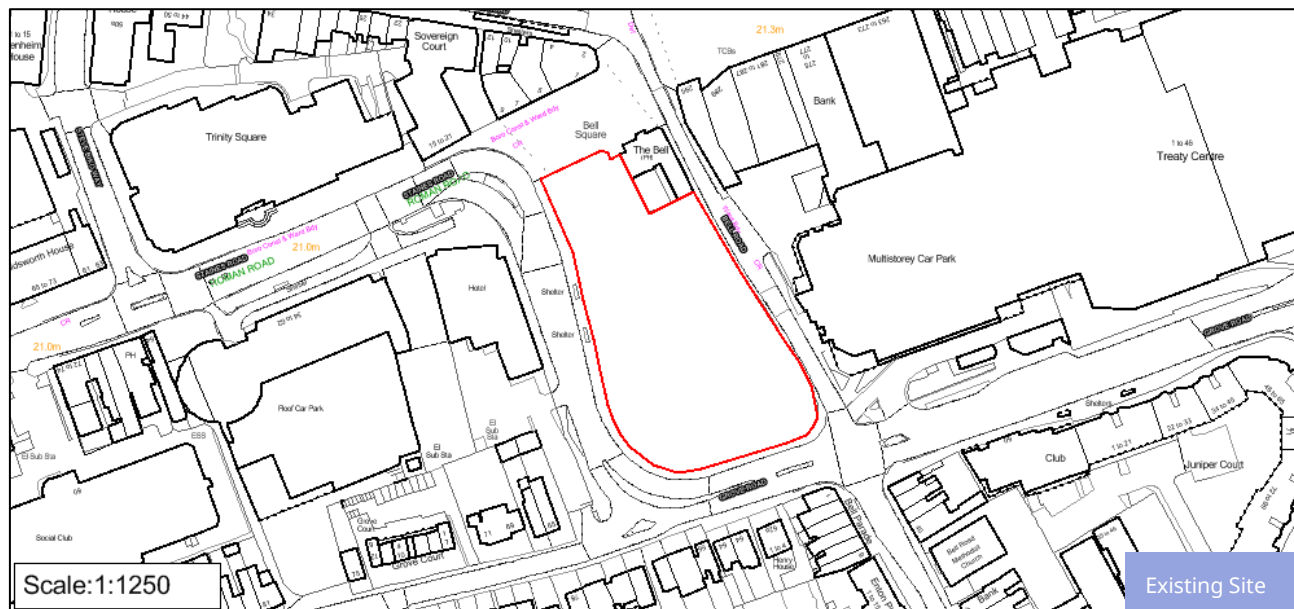


Address	408-418, Chiswick High Road, Turnham Green Ward, W4 5LY		
Place		Site Size	0.5 Ha
PTAL	4/5	Existing Use	Office (B1a) and retail (A1)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Chiswick Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2); Key Existing Office Location: Development which results in the loss of offices should accord with Local Plan Policy ED2 or any subsequent policy. Primary Shopping Area (PSA): Development is within the PSA; development should retain a high proportion of A1 retail uses. Site is within the Turnham Green conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4); The site is part of an Archaeological Priority Area ; a desk based archaeological assessment will be required, see Local Plan Policy CC4 or any subsequent policy. Turnham Green church is listed (Grade 2) with its setting on Turnham Green; development should seek to conserve and enhance the building and its setting.</p> <p>Flood Zone: Part of site within Flood Zone 3a benefitting from Flood Defences; Development must provide a flood risk assessment and apply the sequential approach as set out in policy EQ3 of the Local Plan or any superseding policy.Land Quality; Development will be subject to compliance with Policy EQ8 of the Local Plan and any subsequent policy in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	110	Retail(A1-A4) (Sqm)	1110
Phasing	2025-2030		

Development Details	
Site Description	<p>The site bounds Essex Place to the North, Chiswick High Road and Turnham Green opposite to the south, town centre commercial uses along High Road to the east and the Grade II listed Public House ('The Old Packhorse') and commercial properties along Acton Lane to the west. The site is accessed from High Road and Essex Place.</p> <p>The site context is mixed with typical urban centre, mid-rise mixed use building with an active ground floor retail frontage to the east and west, big box retail to the north and open space (Turnham Green) to the south.</p>
Proposed Uses	Residential (C3) and retail (A1-A4).
Justification	<p>Redevelopment of the site for residential use, with ground floor retail units (A1-A4) to provide an active frontage onto Chiswick High Road. Development should seek to optimise density of uses on the site, with the height of new development stepping up from predominant surrounding heights in order to form a sensitive and legible change in character. Any scheme for redevelopment should seek to replace the existing tall building which is out of keeping with the character of the area with a building of a higher quality design, or, if refurbishing the existing tower, this must enhance the building's contribution to the townscape. Due to the nature of the constraints on the site, the layout and redevelopment of the site should, through a heritage assessment take into careful consideration the adjoining and nearby Grade II Listed Buildings and their setting, and be of a high quality design. The site should have regard to proposals for the adjacent Sainsbury's site and, seek to bring the sites forward as a comprehensive development, while apply the agent of change principle with regards the impacts of any servicing arrangements, in order to safeguard its continued operation while mitigating any impact on proposed uses on the site. Development should facilitate a north south pedestrian walking and cycling route through the site, and improvements to walking and cycling on Essex Place with all servicing to take place within the site. Development is to conform to the maximum parking standards in the draft London Plan while maximising access by walking, cycling and public transport.</p> <p>Development should have regard to the Noise and Air Quality Background Paper.</p>

## Appendix – Additional Sites

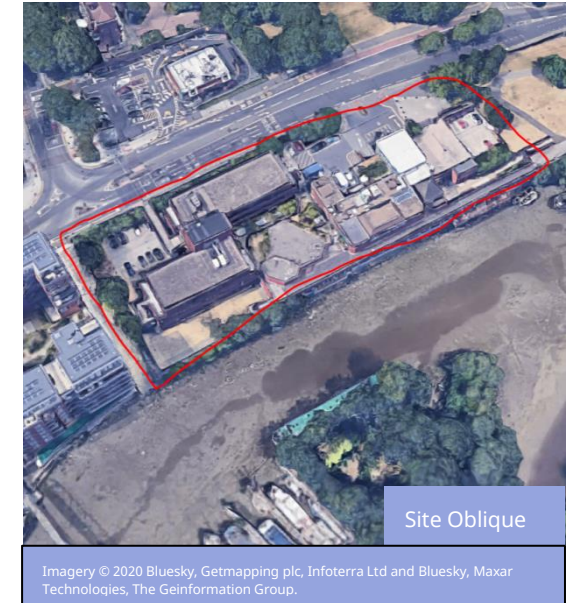
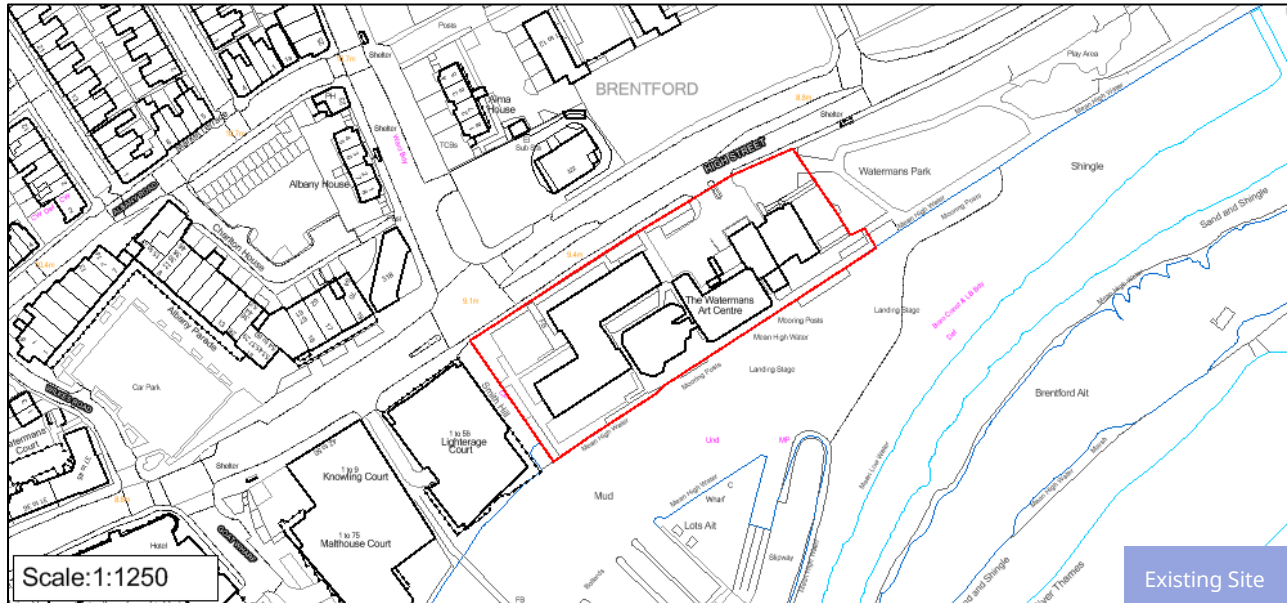
# 109 – BELL ROAD (Previously known as Local Plan Site 35)



Address	Bell Road, Hounslow, TW3 3NR		
Place		Site Size	0.53
PTAL	6a	Existing Use	Vacant Land
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Archaeological Priority Area: Development should consider the impact on the designated heritage asset (see Local Plan Policy CC4);</p> <p>Town Centre: Hounslow Town Centre: development should contribute to the regeneration of the town centre, consistent with the spatial strategy and policies set out in the Local Plan (see Local Plan Policy TC2);</p> <p>Land Quality; Development will be subject to compliance Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	100	Retail(A1-A4) (Sqm)	340
Business (B1a/b)(Sqm)		Industrial (B1c,B2.B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2019-2024		

Development Details	
Key Proposal	<b>Bell Road will be a new mixed use development within Hounslow Town Centre, contributing to its regeneration with new retail floorspace and residential units.</b>
Land Uses	Residential and Retail (A1-A3), Business (B1), Health & Community (D1) and Assembly & Leisure (D2)
Movement and Access:	<p>Access to the site should be facilitated from the South West via Parsonage Road. Vehicular access to the site should be limited to servicing for the uses on the site. The development layout should support the creation of legible streets, particularly Bell road which forms a key entrance into the town centre, which follow the healthy streets approach and enhance way finding and the overall character of the urban form.</p> <p>New routes should meet the healthy streets approach by incorporating movement routes with the existing and proposed green infrastructure, open spaces and public realm and minimising on street parking. Proposals should take account of the existing and planned connectivity of the site via public transport and active modes to town centres, social infrastructure and other services and places of employment. Opportunities to improve these connections to support higher density development should be identified. The development should conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.</p>
Site Requirements:	The height of new development should optimise density while ensuring that development adjacent to areas of different character steps up from existing height in order to form a sensitive and legible change in character, including delivery of an improved frontage onto the High Street.

# 110 – ALBANY RIVERSIDE (Previously known as Local Plan Site 11)

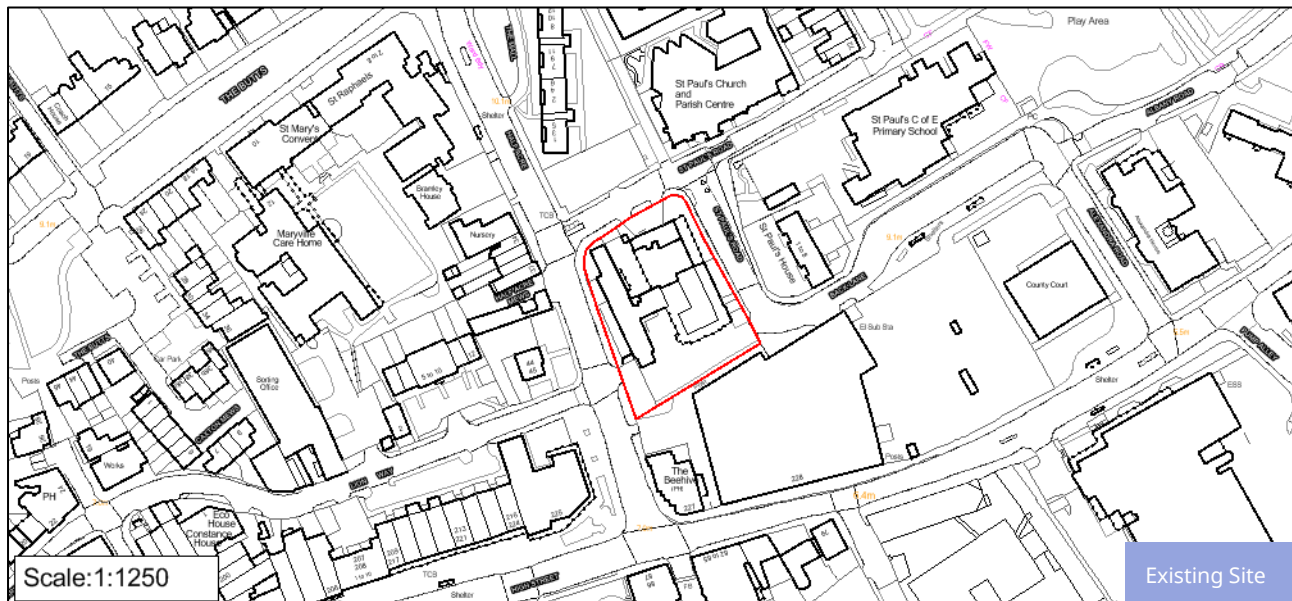


Address	High Street, Brentford, TW8 0BB		
Place		Site Size	0.63
PTAL	3	Existing Use	Arts Centre and Offices
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Archaeological Priority Area: Development should consider the impact on the designated heritage asset (see Local Plan Policy CC4); Land Quality; Development will be subject to compliance Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>World Heritage Site: Kew World Heritage buffer zone adjoins the high water mark of the Thames adjacent to the development. The impact of any proposed development on the WHS site will need to be fully tested at application stage. The site is within Flood Zone 3a: flood risk assessment will be required.</p> <p>Site is adjacent to a Site of Importance for Nature Conservation (SINC) of Metropolitan Importance (M031 River Thames and Tidal Tributaries) development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated (see Local Plan policy GB7 or any subsequent policy).</p>		

Minimum Development Quantum			
Residential Units	150	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c,B2.B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

Development Details	
Key Proposal	<b>Albany Riverside will be a new residential development with mixed use at ground floor level making a positive contribution to the riverside and enabling a new arts centre for Brentford Town Centre.</b>
Land Uses	Residential and Retail (A1-A4)
Movement and Access:	Access to the site should be facilitated from via Brentford High Street. The development layout should support the creation of a public walking route along the south side of the site adjacent to the river Thames and the proposed cycle superhighway along Brentford High street. Routes through the siteshould follow the healthy streets approach and enhance way finding and the overall character of the urban form and minimise on street parking. Proposals should take account of the existing and planned connectivity of the site via public transport and active modes to town centres, social infrastructure and other services and places of employment. Opportunities to improve these connections to support higher density development should be identified. The development is to conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.
Site Requirements:	<p>Redevelopment of site to provide a mix of residential and retail use (subject to the reprovision of the Arts Centre being relocated away from the site to an appropriate location in Brentford Town Centre).</p> <p>The height of new development should enhance the character of the area while optimising density.</p> <p>Educational, health and water-related uses, particularly those that support greater use of the river and canal for education and recreational purposes, could also form part of a mixed use scheme in order to contribute to the overall goal of regenerating the area. Any scheme should enable public access to the riverside.</p>

# 111 - BRENTFORD POLICE STATION (Previously known as Local Plan Site 15)



Existing Site



Site Oblique

Imagery © 2020 Bluesky, Getmapping plc, Infoterra Ltd and Bluesky, Maxar Technologies, The Geinformation Group.

Address	Half Acre, Brentford, TW8 8DH		
Place		Site Size	0.27 Ha
PTAL	4	Existing Use	Police Station
Ownership	Private	Site Source	Local Plan 2015
Planning Designations	Site is adjacent to the St Paul's Conservation Area. Development should conserve and take opportunities to enhance the character of the area, (See Local Plan Policy CC4); The site is part of an Archaeological Priority Area; a desk based archaeological assessment will be required, see Local Plan Policy CC4 or any subsequent policy. Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

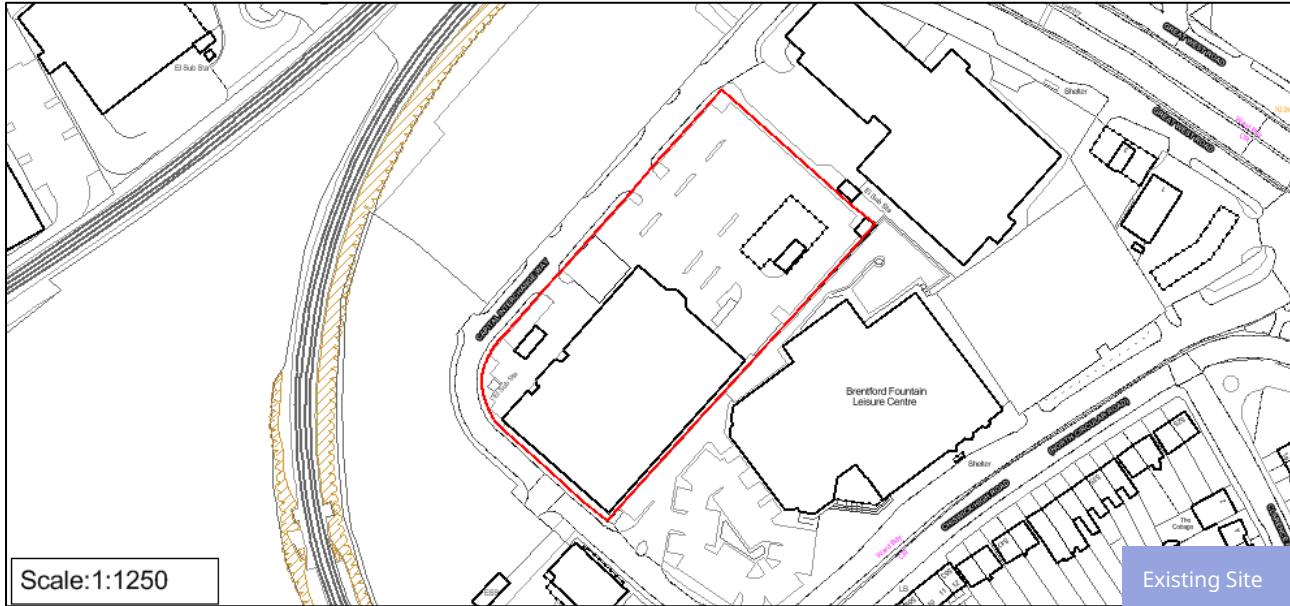
## Minimum Development Quantum

Residential Units	100	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c,B2.B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	2680
Phasing	2020-2025		

## Development Details

Key Proposal	<b>Brentford Police Station will be redeveloped into a mixed use development with residential homes in the centre of Brentford</b>
Land Uses	Residential
Movement and Access:	Development should facilitate improvements to access and wayfinding to and from the town centre, and potential new routes across the area and actively promote their integration with existing routes on site and neighbouring sites. The development is to conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.
Site Requirements:	Redevelopment of site to provide a mix of residential and theatre (D2) uses (subject to the Arts Centre being relocated on this site). The height of new development should enhance the character of the area while optimising density.

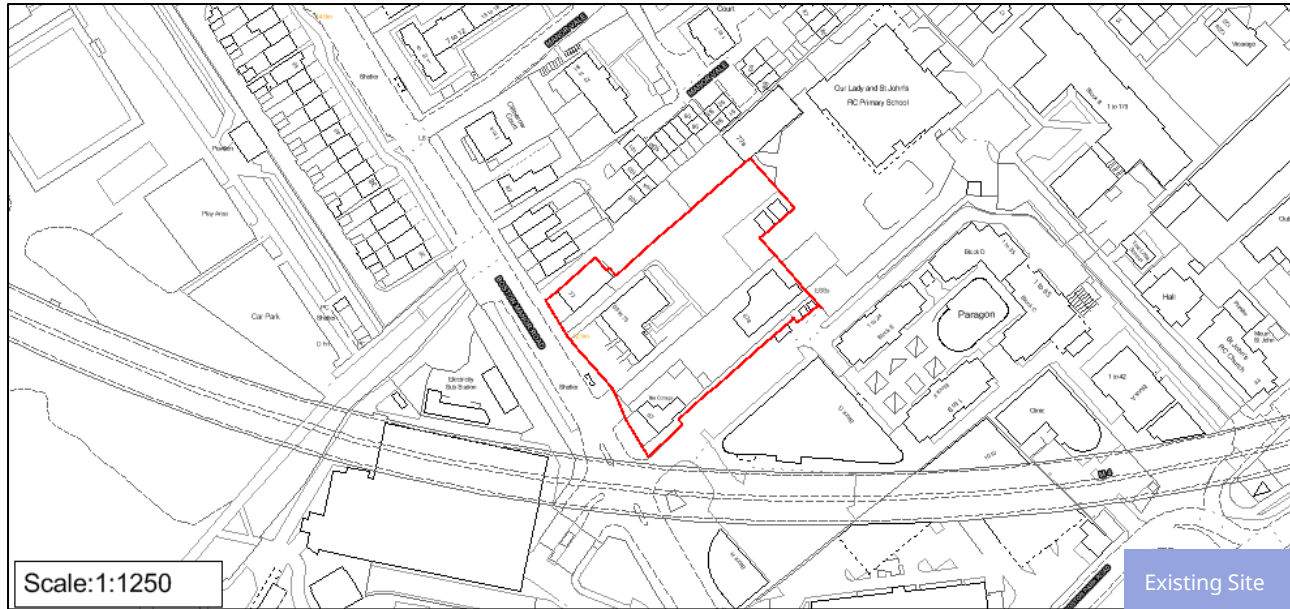
# 112 - FORMER CITROEN SITE



Address	Land at Citroen Site, Capital Interchange Way, Brentford, TW8 0EX		
Place	Great West Corridor East	Site Size	1.1 Ha
PTAL 2018	4/5	Existing Use	Car Showroom and Garage (Sui Generis)
Ownership	Private	Site Source	SAC 2019
Planning Designations	<p>Archaeological Priority Area: The site is part of an Archaeological Priority Area. Development should consider the impact on this designated heritage asset.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	370	Retail(A1-A4) (Sqm)	1160
Business (B1a/b)(Sqm)		Industrial (B1c,B2,B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2019-2024		

Development Details	
Key Proposal	The former Citroen Site will be converted into a mixed use development delivering retail and housing
Land Uses	Residential, Retail (A1-A4)
Movement and Access	<p>Access to the site should maintain existing arrangements if this can be demonstrated to provide appropriate levels of access to the site. Development should facilitate significantly improved walking and cycling access, including off site improvements to cycle lanes and crossings along Capital interchange way</p> <p>Development proposals should consider how access can promote integration with proposed routes to the Lionel Road Stadium and station.</p> <p>The development should conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.</p>
Heritage Constraints	<p>Heritage assets include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Conservation Area: Gunnersbury Park</li> <li>• Conservation Area: Strand on the Green</li> <li>• Conservation Area: Wellesley Road</li> <li>• Registered Park and Garden: Gunnersbury Park, Grade II*</li> </ul> <p>The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Impact to the setting of the heritage assets</li> <li>• Impact to the significance of the heritage assets</li> </ul> <p>The Great West Corridor Masterplan and policy in the Local Plan review sets out what the Council believe to be appropriate heights. Appropriate assessments, including a heritage impact assessment and views testing, will be needed at development stage to test the impact of specific development proposals on heritage assets. Should development proposals exceed the heights set out, the proposals will need to demonstrate that the heights can be achieved without causing harm to heritage assets or that the harm is outweighed by public benefits.</p>
Site Requirements	Retail uses should be appropriately located along Capital Interchange Way, with entrances and active uses located at ground floor level in a form which creates an active, mixed use street, in a form which combines with the adjacent allocations to form a consistent legible street, and one which follows the healthy streets approach.

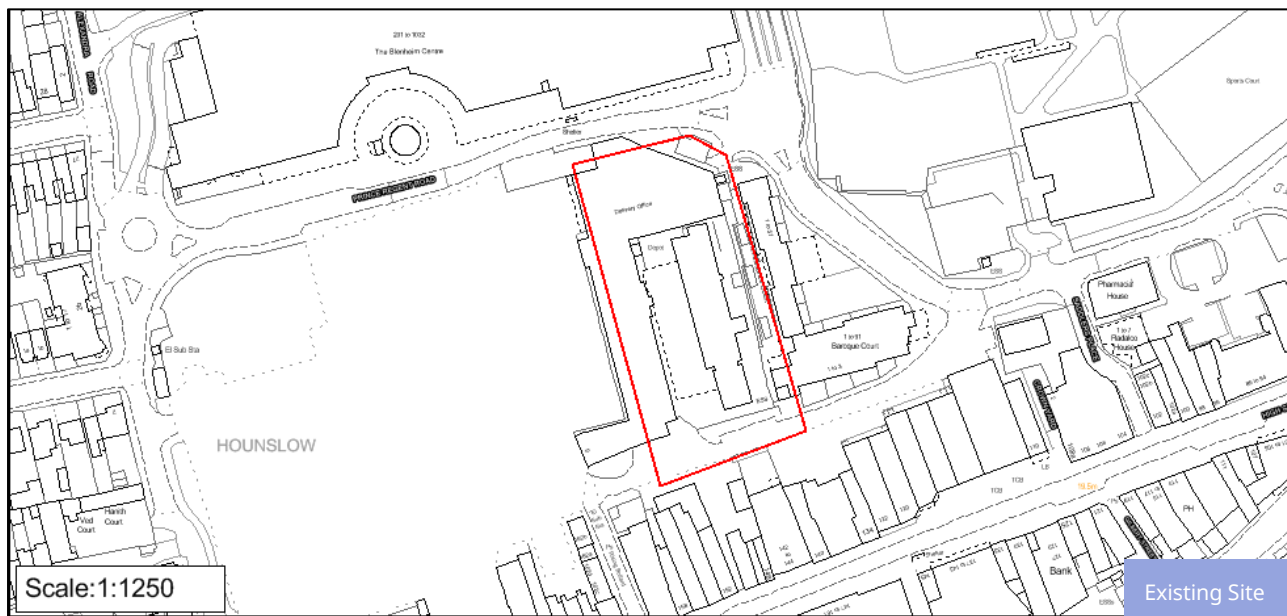
# 113 – 69-77 Boston Manor Road (Previously known as Local Plan Site 22)



Address	69-77, Boston Manor Road, Brentford, TW8 9JQ		
Place		Site Size	0.45
PTAL 2018	5	Existing Use	Offices
Ownership	Private	Site Source	SACA 2020
Planning Designations	<p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p> <p>Listed Buildings: 69-77 Boston Manor Road is Grade II Listed; development should seek to conserve and enhance the building and its setting.</p>		
<b>Minimum Development Quantum</b>			
Residential Units	20	Retail(A1-A4) (Sqm)	
Business/Education (B1a/b, D1)(Sqm)		Industrial (B1c,B2.B8)(Sqm)	
Phasing	2030-2035		

<b>Development Details</b>	
Key Proposal	67-77 Boston Manor Road will be developer to incorporate new homes.
Land Uses	Residential and small scale offices/ further education
Movement and Access	The development should conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.
Site Requirements:	Redevelopment of site to introduce residential uses alongside protection and enhancement of Listed Buildings for business use or further education use.

# 114 – Royal Mail Delivery Office, Hounslow (Previously known as Local Plan Site 33)

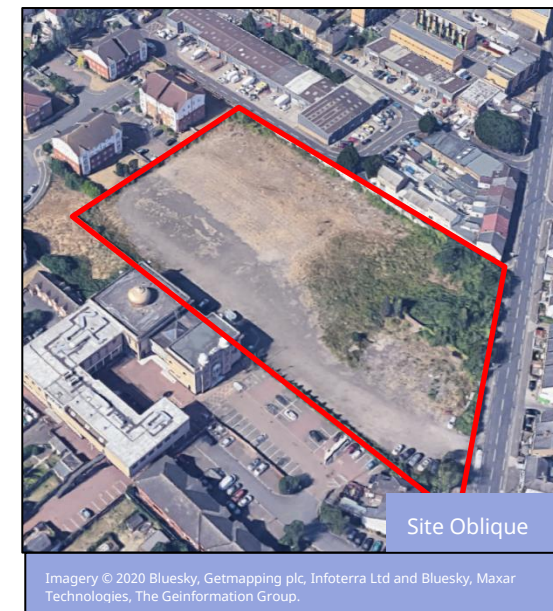
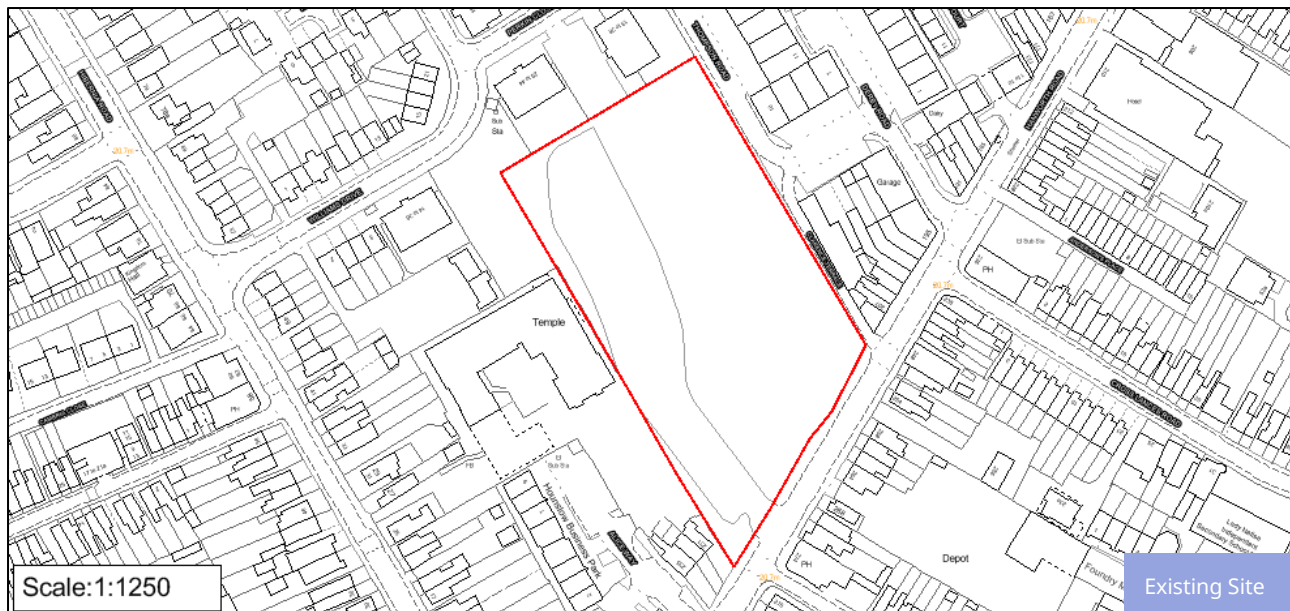


Address	Royal Mail Delivery Office, Matisse Road, Hounslow, TW3 9BA		
Place		Site Size	0.59
PTAL 2018	5/6a	Existing Use	Sorting and Delivery Office (B8)
Ownership	Private	Site Source	SACA 2020
Planning Designations	<p>Archaeological Priority Area: The site is part of an Archaeological Priority Area. Development should consider the impact on this designated heritage asset.</p> <p>Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.</p>		

Minimum Development Quantum			
Residential Units	140	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c,B2.B8)(Sqm)	
Health/Community (D1) (Sqm)		Assembly/Leisure (D2) (Sqm)	
Phasing	2030-2035		

<b>Development Details</b>	
Key Proposal	Royal Mail Delivery Office will be redeveloped for residential use.
Land Uses	Residential
Movement and Access	The development should conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.
Site Requirements	Redevelopment of the site for residential uses. Relocation of existing Royal Mail facilities required prior to the demolition of those still in use, to ensure Royal Mail's continuity of service. In order for the site to be brought forward for redevelopment, relocation will need to be viable for Royal Mail.

# 115 – Vacant Site, Hanworth Road (Previously known as Local Plan Site 47)



Address	Land Adjacent to 207, Hanworth Road, Hounslow, TW3 3UA		
Place		Site Size	1.1 Ha
PTAL 2018	5	Existing Use	Vacant Land
Ownership	Private	Site Source	SACA 2020
Planning Designations	Land Quality; Development will be subject to compliance with Policy GWC3, and Policy EQ8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.		

Minimum Development Quantum			
Residential Units	90	Retail(A1-A4) (Sqm)	
Business (B1a/b)(Sqm)		Industrial (B1c,B2.B8)(Sqm)	
Health/Community (D1) (Sqm)	1600	Assembly/Leisure (D2) (Sqm)	
Phasing	2020-2025		

<b>Development Details</b>	
Key Proposal	Site will be redeveloped to provide a school and residential uses.
Land Uses	Residential, Education (D1)
Movement and Access	The development should conform to the maximum parking standards in the draft London plan while maximising access by walking, cycling and public transport.
Site Requirements	Redevelopment of vacant site for a school and residential uses.