



London Borough of Hounslow

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# REVIEW OF LOCAL PLAN





London Borough of Hounslow

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## REVIEW OF LOCAL PLAN

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# 1

## INTRODUCTION



# 1 INTRODUCTION

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- 1.1.1. The London Borough of Hounslow (LBH), hereafter referred to as the “Council”, is undertaking a review of its Local Plan. This entails undertaking an initial, focussed consultation on the Council’s, proposed way forward and then to undertake the work required to update and align Volumes 1, 2, 3 and 4 into a single consolidated Local Plan (including updating as necessary, the supporting evidence base).
- 1.1.2. The Council has an existing Local Plan which was adopted in 2015. Three Development Plan Documents (DPD) were submitted to the Secretary of State (SoS) for independent examination by Planning Inspectors which commenced in November 2021.
- 1.1.3. The Council has an existing Local Plan (Volume 1 Local Plan, Volume 2 Site Allocations) which was adopted in 2015. This Plan committed the Council to preparing area specific strategies and policies for the Great West Corridor (Volume 3) and West of Borough (Volume 4), whose geographic extents were based on the London Plan’s (2021) Great West Corridor Opportunity Area and the part of the Heathrow Opportunity Area located within Hounslow borough. The work on these volumes also included proposed minor revisions to Volume 1 and updated site allocations in Volume 2.
- 1.1.4. The Council submitted the three DPD to the SoS for independent examination by Planning Inspectors. The Inspectors started to examine the documents in November 2021. Following the first set of examination hearings it became apparent that the updates we needed to make to our adopted Local Plan (Volume 1) to ensure consistency across the suite of DPD could only be undertaken through a separate examination process.
- 1.1.5. This would mean pausing the examination that was live at that time and commencing separate updates to Volume 1 from Regulation 18 stage through to adoption, then resuming the examination of Volume 2, Volume 3, and Volume 4. The Council determined this would be an inefficient approach to getting an up-to-date Local Plan in place that carried several risks.
- 1.1.6. As such, the Council is now progressing Hounslow’s Local Plan Review as a single Local Plan, rather than a series of separate volumes, meaning that the Local Plan policies will be contained within a single comprehensive document.
- 1.1.7. The single Local Plan is a consolidation of the previous Local Plan Review documents including some updates to policies and site allocations, with a new plan period of 2020 to 2041. To implement this approach, it has been necessary for the Council to withdraw Volume 2, Volume 3, and Volume 4 DPD from the examination process, which was enacted in July 2023.
- 1.1.8. In November 2023 and December 2023, the Council undertook a focused consultation (Regulation 18) on the proposed approach of combining the Local Plan Review documents with an updated Volume 1 to produce a single, consolidated Local Plan.
- 1.1.9. The Council are currently preparing the Regulation 19 publication version of the single Local Plan and intend to consult on this in summer 2024.
- 1.1.10. As part of this WSP was appointed by the Council to undertake a review of the existing transport studies which underpin the Local Plan to ensure they remain robust ahead of public consultation and independent examination of the single Local Plan.

## 1.2 PURPOSE OF THE REPORT

1.2.1. The purpose of the report is to review the existing Transport Studies which are:

- Hounslow Strategic Transport Study, November 2012, WSP PB
- West of Borough (WoB) Highway Impact Assessment, March 2019, WSP PB
- Great West Corridor (GWC) Strategic Transport Study, May 2019, Mott Macdonald.

1.2.2. It should also incorporate the following considerations as part of that review:

- COVID 19 impact, based on TfL's future scenario testing
- Changes to Local Plan Site Allocations
- Proposed Extension of Local Plan Period to 2041.

1.2.3. The report will need to:

- Review the original assumptions, inputs and outputs from all 3 studies
- Assess their validity in light of the circumstantial changes listed above
- Set out positive and negatives of the conclusions of each study based on the changes in circumstances
- Advise on the position of not undertaking additional strategic modelling (traffic or transport) and outlining potential risks and benefits.

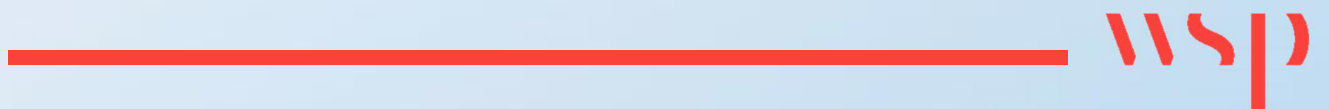
## 1.3 STRUCTURE OF THE REPORT

1.3.1. Following this introductory section, this report is structured as follows:

- Section 2: Review of existing Transport Studies
- Section 3: Transport for London (TfL) COVID Scenarios
- Section 4: Changes to Local Plan Site Allocation
- Section 5: Proposed Extension of Local Plan Period to 2041
- Section 6: Summary and Conclusions.

# 2

## REVIEW OF EXISTING TRANSPORT STUDIES



## 2 REVIEW OF EXISTING TRANSPORT STUDIES

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### 2.1 INTRODUCTION

2.1.1. The following sections provide a high-level review of the existing Transport Studies which are:

- Hounslow Strategic Transport Study (November 2012, WSP)<sup>1</sup>
- West of Borough (WoB) Highway Impact Assessment (March 2019, WSP)<sup>2</sup>
- Great West Corridor (GWC) Strategic Transport Study (May 2019, Mott Macdonald)<sup>3</sup>.

2.1.2. Along with the high-level review of the above studies WSP were asked, in November 2021, to consider the implications if the end date of the plan period were to be amended from 2035 to 2037. This formed part of the Council's Examination in Public (EiP) at that time and considered if the transport modelling that had been undertaken, to date, on the Council's assessment of forecast dwelling and employment growth was still robust.

### 2.2 HOUNSLOW STRATEGIC TRANSPORT STUDY (EC02)

2.2.1. As part of the development of its new Core Strategy, Site Allocation DPD and Community Infrastructure Levy for the 2015 Local Plan the Council commissioned WSP to assess the transport impacts of an intensification of employment use along Great West Road (the 'Golden Mile') in Brentford, alongside an increase in retail and residential development at various other sites across the borough – notably Brentford High Street and Hounslow Town Centre.

2.2.2. The TfL West London Highway Assignment Model (WeLHAM) was used to produce three scenarios:

- Base Minus
- Reference Case (with LB Hounslow planning assumptions applied).
- Mitigation Scenario (Reference Case with Mitigation).

2.2.3. The Base Minus scenario considered committed development in LB of Hounslow and planned development outside the borough. The Reference Case scenario was based on the Base Minus scenario but also included additional development in LB of Hounslow.

2.2.4. The Mitigation scenario was based on the Reference Case scenario but also considered a set of measures to mitigate the impact of additional development in the borough.

2.2.5. All modelled scenarios were compared against the Base Minus scenario which represented the potential network conditions without the additional development whilst development continues inside and outside the borough allowing for a certain level of traffic growth and increased journey times compared to the base year network conditions.

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<sup>1</sup> [Spatial Planning - Internet Links - EC02 Hounslow Strategic Transport Study \(2013\).pdf - All Documents \(sharepoint.com\)](#)

<sup>2</sup> [CPP02 LBH West of Borough Transport Impact Assessment \(2019\).pdf \(sharepoint.com\)](#)

<sup>3</sup> [Spatial Planning - Internet Links - CPP01 LBH Great West Corridor Transport Impact Assessment \(2019\).pdf - All Documents \(sharepoint.com\)](#)

2.2.6. The location and size of residential and employment development applied to the Reference Case scenario is shown in Table 2-1.

**Table 2-1: Summary of Residential and Employment Planning Data**

Period	Households (dwellings)	Employment (jobs)
2009 - 2031	12,748	11,331

2.2.7. The residential development was spread across the Borough and was based on information provided by the Council. The employment applied to the Reference Case scenario, which has been detailed in accordance with the Council requests as shown in Table 2.2.

**Table 2-2: LBH Employment Growth**

Period	LBH Employment (Jobs)	Description
2009 - 2031	6,000	BSKYB Development
2009 - 2031	5,331	<p>The jobs were distributed as follows:</p> <ul style="list-style-type: none"> <li>■ Hounslow – 20%</li> <li>■ Great West Road – 33%</li> <li>■ Brentford – 2%</li> <li>■ Chiswick – 20%</li> <li>■ Feltham – 10%</li> <li>■ Heathrow – 15%.</li> </ul>

2.2.8. The trip generation associated with Brentford was later adjusted to account for a new 18,000m<sup>2</sup> stadium. This increased the distribution to and from Brentford to approximately 4% and the distribution to the remaining areas was adjusted accordingly.

2.2.9. The additional development in the Council area was forecast to result in an additional 4,109 and 3,866 car trips between 2009 and 2031 in the AM peak and PM peak correspondingly. This was equivalent to an additional 7% and 6% of the total trips to and from LBH in the AM peak and PM peak hours.

2.2.10. To determine the impact of additional development on the highway network the analysis was undertaken for the 2031 AM peak and PM peak and considered:

- Journey time analysis
- Comparison of absolute actual flow difference
- Average junction delay and volume over capacity ratio
- Average junction delay comparison.

2.2.11. The increase in development across the Council area was shown to impact on the performance of some key junctions across the network. Comparison of average junction delays between the Base Minus scenario and the Reference Case scenario revealed affected junctions were not necessarily located close to areas of concentrated development, but instead on key routes leading to or from these areas.

- 2.2.12. Overall journey times on most routes showed delay increases to remain similar at below 10%. The junction most affected by the development traffic was the A4 / B454 Gillette Corner junction during both the AM peak and PM peak, which was potentially a result of this junction being used by traffic generated by the B SkyB development. Other junctions of immediate concern at that time were the A205/A3000 Wellesley Road junction and the A312/M4 junction.
- 2.2.13. A set of mitigation measures was identified by the Council for testing as set out below:
- Bus based (increased frequency on bus routes 195 and H91)
  - Travel demand management (improvements to walking and cycling along the A4 Great West Road)
  - Efficient Car Use (High Occupancy Vehicle lanes on the M4 eastbound and on the A4)
  - Rail/Tube based (New Brent Cross rail link, New Southall rail link and new pedestrian link located between Gillette Corner and Boston Manor station)
  - Signal optimisation of signals associated with problem junctions.
- 2.2.14. Through the comparison of the Mitigation scenario and Base Minus scenario it was possible to demonstrate that an introduction of mitigation measures would bring the traffic levels and travel conditions to the pre-development levels. However, the introduction of mitigation measures was shown to reduce the impact of additional development proposals on travel through LBH, which was demonstrated through the assessment of five travel time routes across the borough.
- 2.2.15. The introduction of the measures resulted in an improvement in junction performance within specific areas of the network, although the AM peak was shown to experience a greater improvement compared to the PM peak.
- 2.2.16. The strategic nature of WeLHAM and the findings of the study did not in any way reduce the need for individual developments in undertaking detailed, local transport assessments which may have identified additional specific impacts on the network e.g., junction congestion that required mitigation.

## **2.3 WEST OF BOROUGH HIGHWAY IMPACT STUDY (CPP02)**

- 2.3.1. In 2017 WSP was appointed by the Council to undertake a highway impact assessment for its review of the “West of the Borough Local Plan”. The Local Plan was originally adopted in September 2015 and a review of this Local Plan was being undertaken.
- 2.3.2. To assess the highway impact of the development proposals, the study used the latest version of Transport for London’s (TfL’s) West London Highway Assignment Model (WeLHAM). This was a SATURN highway assignment model covering West London. The base year model was developed to reflect 2012 network conditions and traffic. WeLHAM took information on the number of trips and their expected origins and destinations from LTS, TfL’s multi-modal strategic transport model of London and the surrounding area and calculated their routes through the highway network based on journey times and distances.
- 2.3.3. To inform the Local Plan assessment, land-use quantum data was provided by the Council for the development proposals in the West of the Borough. This included information about the Great West Corridor in the East of the Borough, the place policy areas in the West of the Borough and any Site Allocations spread across the whole Borough.

2.3.4. The West of Borough included:

- Heathrow Gateway
- Airport Business Park
- Bedfont
- Cranford & Heston
- Feltham.

2.3.5. The Great West Corridor (5,253 households and 14,352 jobs by 2031) across:

- West
- Central
- East

2.3.6. There were 28 Site Allocations totalling 2,980 households and 321 jobs by 2031.

2.3.7. It was agreed with the Council that four scenarios would be considered:

- Scenario 1 (Do Minimum): An adjusted version of the existing LTS 7.1 Reference Case model, with background growth in the West of the Borough; full growth in the East of the Borough and full growth outside of the Borough
- Scenario 2 (Low Growth): As Scenario 1, plus additional 'low' growth in the West of the Borough
- Scenario 3 (Low Growth with Mitigation): As Scenario 2, but with mitigation measures to mitigate 'low' growth in the West of the Borough
- Scenario 4 (High Growth with Mitigation): As Scenario 3, but with additional growth in the West of the Borough.

2.3.8. A summary of the total growth up to 2031 within each of the scenarios was provided and is shown in Table 2-3

**Table 2-3: West of Borough Opportunity Area Land-use Quantums**

Opportunity Area	2015-2031 'Low' Growth (Scenarios 2 and 3)		2015-2031 'High' Growth (Scenario 4)	
	Households	Jobs	Households	Jobs
Heathrow Gateway	0	0	2060	10450
Airport Business Park	0	3826	0	3826
Bedfont Lakes	960	356	1919	713
Cranford & Heston	0	1078	0	1078
Feltham	4543	-477	4543	-477
<b>TOTAL</b>	<b>5,503</b>	<b>4,784</b>	<b>8,522</b>	<b>15,591</b>

2.3.9. A summary of the total growth within each of the scenarios is shown in Table 2-4.

**Table 2-4: West of Borough Opportunity Area Land-use Quantum's**

2031 Scenario		Households		Jobs	
		WoB	EoB	WoB	EoB
Scenario 1: Do Minimum	DM Growth' (Scenario 1) – includes background growth, Site Allocations and GWC	2,588	15,117	2,882	10,321
Scenario 2: 'Low' Growth	LBH 'Low' Growth (Sc. 2/3), in addition to 'DM Growth' (Sc. 1)	+5,503	+0	+4,784	+0
Scenario 3: 'Low' Growth and Mitigation					
Scenario 4: 'High' Growth and Mitigation					

- 2.3.10. Growth in the West of the Council area was shown to impact network performance. A comparison of delays and Volume over Capacity (VoC) ratios revealed that the locations of the most impacted junctions/links are not necessarily located close to the areas of 'low' development, but instead were dispersed across the Borough. The impact of 'High' growth was felt most in the local area immediately around Bedfont Lakes and Heathrow Gateway, which suggested that further enhanced mitigation options, such as Southern Rail Access to Heathrow, may warrant further investigation.
- 2.3.11. Analysis of journey times showed that in all three peaks, total journey time increased between Scenario 2 ('Low' Growth) and Scenario 1 (Do Minimum). However, the impact of the 'Low' growth was offset by the mitigation introduced in Scenario 3 which resulted in decreased (or improved) journey times. Journey times in Scenario 3 come down close to those in Scenario 1.
- 2.3.12. A set of mitigation measures was identified for testing in Scenario 3 and Scenario 4. In summary, these were:
- Bus priority
  - New cycle route infrastructure
  - Junction improvements
  - Travel demand and parking management
  - Signal optimisation at selected junctions (all scenarios).
- 2.3.13. To estimate the impact of each mitigation measure, a set of assumptions was made about the potential mode shift expected from each of the measures based on published evidence.
- 2.3.14. It was demonstrated that the mitigation measures were likely to provide improved network conditions, as seen from the comparison of Scenario 3 with Scenario 2. However, the mitigation package would not bring traffic levels back to pre-development levels. Their introduction would reduce the impact of additional 'low' growth development in the Council area.
- 2.3.15. The mitigation proposed as part of Scenario 4 was estimated to partially offset the impact of additional 'high' growth development. A comparison of Scenario 4 with Scenario 3 showed that journey times were similar in each of these scenarios, but on further investigation, it was apparent that the Volume over Capacity (VoC) ratios at junctions / links in the area immediately around Bedfont Lakes and Heathrow Gateway changed, for the worse, because of additional traffic on the network with 'High' growth.

- 2.3.16. The mitigation measures proposed at that time were exhaustive and other schemes could have further help reduce the transport impact from the proposed 'high' growth. For example, at the time of the study the Hounslow proposal for the Southern Rail Access to Heathrow (SRAtH) was one possibility to support increased development (as envisaged in the 'High' growth scenario).
- 2.3.17. Without the STAtH it may have been possible to still achieve some level of mitigation via alternative proposals such as bus rapid transit. Additionally, it was noted that the masterplan for Heathrow's third runway Development Consent Order (DCO) at that time i.e., 2019 / 2020 foresaw a southern road tunnel linking Bedfont to the central terminal area. This was proposed to explicitly favour public transport utilisation and could therefore have drawn a significant number of new routes from and through the Feltham / Bedfont area looking to take advantage of reduced and reliable journey times to the central terminal area.
- 2.3.18. The strategic nature of WelHAM and the findings of the study did not in any way reduce the need for individual developments to undertake detailed, local transport assessments which may have identified additional specific impacts on the network e.g., junction congestion that required mitigation.

## 2.4 GREAT WEST CORRIDOR STRATEGIC TRANSPORT STUDY (CPP01)

- 2.4.1. The Great West Corridor (GWC) area is in the eastern part of the London Borough of Hounslow and extends 2.5 miles along the Great West Road (A4), from Gillette Corner in the west to Chiswick Roundabout in the east.
- 2.4.2. The Draft London Plan identified the GWC as an Opportunity Area (OA) with the potential to deliver an additional 7,500 homes and 14,000 new jobs by 2041.
- 2.4.3. The transport study was developed in discrete stages and supported by a strategic modelling exercise. This strategic modelling used TfL's suite of models including the LTS demand model, the SATURN-based Highway Assignment Model WELHAM and the Public Transport assignment model Railplan. The strategic modelling provided robust indicators for current and forecast transport demand and outputs which provide the empirical evidence base for the Transport Study and the Local Plan.
- 2.4.4. Two future year (2031) transport demand forecasts were produced and assessed within the Great West Corridor Strategic Transport Study. These two scenarios were:
- **2031 Do Minimum scenario:** development growth across London as forecast in the draft London Plan, though only those developments in the Great Western Corridor area that are already in the planning pipeline in early 2018 i.e., consented schemes. It excluded any unconsented developments which represent the growth aspirations for the GWC. In this scenario the area is expected to host 14,359 homes and 47,799 jobs in 2031
  - **2031 Great West Corridor development scenario:** Great West Corridor development growth comes forward at the scale set out for the Opportunity Area in the draft London Plan. With this Great Western Corridor development growth i.e., 7,503 additional homes and 15,203 additional jobs.
- 2.4.5. As outlined above and shown in Table 2-5, the 2031 Do Minimum scenario included significant growth that was ready committed in the Great Western Corridor area.

**Table 2-5: Summary of total homes and jobs in 2011 baseline, 2031 do minimum and GWC development scenarios**

LTSZone	2011 Base		2031 Do Minimum		2031 Development		2031 Development Change over Do Minimum			
	Homes	Jobs	Homes	Jobs	Homes	Jobs	Homes	Jobs	Homes %	Jobs %
6140	1,683	14,008	2,979	25,000	6,892	31,791	3,912	6,791	131%	27%
6150	1,634	2,359	1,755	2,896	3,005	6,996	1,250	4,099	71%	142%
6151	5,186	6,179	8,897	8,311	11,238	11,557	2,341	3,246	26%	39%
6160	698	8,021	728	11,592	728	12,658	0	1,067	0%	9%
<b>Total</b>	<b>9,201</b>	<b>30,567</b>	<b>14,359</b>	<b>47,799</b>	<b>21,863</b>	<b>63,002</b>	<b>7,503</b>	<b>15,203</b>	<b>52%</b>	<b>32%</b>

2.4.6. The GWC area was divided into three geographical areas or ‘sectors’:

- The western sector was envisaged to attract more production, broadcasting, film and supporting businesses to cluster around the existing SKY campus, as well as offering workspace hubs and allowing an intensification of light industrial uses and distribution. Around 3,000 new jobs could be created in this zone as well as an additional 3,000 new homes
- The central sector would see the least change with the potential to accommodate just over 1,000 new homes and almost 4,000 new jobs. A new residential quarter with a mix of homes and an intensification of industrial / commercial uses along the A4 was envisaged
- Most of the growth was expected to come forward in the eastern sector of the GWC which was identified as having the potential to accommodate almost half of the GWC growth with 3,300 homes and over 8,000 new jobs being predicted. The masterplan proposed high density living co-located with a mix of office, commercial and light industrial uses along the Great West Corridor and a new urban quarter clustered around Brentford Community Stadium.

2.4.7. Based on the review of existing and future transport network conditions it was clear that by 2031 mitigation measures would be needed to deal with the increase in trips forecast in both development scenarios.

2.4.8. Following on from the transport modelling, a series of challenges and opportunities were developed into two packages of potential interventions which were assessed to see what kind of measures would be needed to provide additional public transport capacity and reduce the traffic impacts. One was a bus-based package and the other a rail-based package as follows:

- **Package 1 (Bus Package):** focused on maximising the impact of bus improvements and includes BRT option 2 which allows an express, high frequency service to operate along the A4 with dedicated bus lanes. It also includes a comprehensive set of changes to existing bus routes which bring frequency increases to several routes already operating in the area, and route changes to enhance local connectivity to stations and local centres.
- **Package 2 (Rail Package):** Much larger scale due to the inclusion of both potential rail schemes and their two associated new stations. A Workplace Parking Levy (WPL) (a charge on employers who provide workplace parking) in the western and central sectors of the GWC was included in this package as it would be a critical funding mechanism for potential new rail schemes. A BRT scheme was not included although there are bus route enhancements.

- 2.4.9. Both packages resulted in public transport connectivity, higher public transport and active travel mode shares, a lower car mode share, and increases in Public Transport Access Levels. Increases in Public Transport Access Levels were similar for both packages except for the eastern sector where the rail package offers higher increases because of the West London Orbital rail scheme.
- 2.4.10. The study showed that many of the individual measures assessed provide positive benefits and could play a role in the package of measures needed to support planned growth and addressing transport challenges across the whole GWC area. Some measures were forecast to have a more localised area of influence, with impacts particularly on one area in the GWC.
- 2.4.11. The growth in future trips to and from the GWC was expected to be both orbital and radial in nature. It would be necessary to consider both these types of trip demand when planning future transport improvements, particularly to ensure those living north and south of the GWC have realistic sustainable travel options.
- 2.4.12. It was clear that neither of the two packages of measures tested fully mitigate the impact of development in the area. Therefore, it was essential that the package which provided the best opportunities for sustainable and active travel, as well as the best public transport benefits is delivered.
- 2.4.13. Whilst both packages delivered improvements it was considered that the better improvements delivered by the rail package were more likely to deliver the improvements required i.e., wider connectivity provided by the new rail links and the higher Public Transport Access Levels in the east of the area. However, the indicative schemes set out in both packages would deliver significant improvements to public transport connectivity and capacity to support development.
- 2.4.14. The study concluded that individual development related Transport Assessments will be required to assess highway impacts in detail and ensure appropriate measures can be implemented. These need to be assessed in association with the strategic impacts and contribute to them, even if individual impacts are not considered to be significant on their own.

## **2.5 PREVIOUSLY PROPOSED EXTENSION TO LOCAL PLAN PERIOD (2037)**

- 2.5.1. As part of the Council EiP WSP were asked, in November 2021, to consider:
- The implications, if the end date of the plan period were to be amended from 2035 to 2037, on the Council's assessment of forecast dwelling and employment growth
  - If the transport modelling that was undertaken was still robust.
- 2.5.2. The previously proposed extension of the plan period, from 2035 to 2037, would result in the need for an additional 3,562 homes, applying the Council's Objectively Assessed Need (OAN) figure of 1,781 for years 2036 and 2037. To meet this additional need, the Council would have explored the intensification of residential development at the Bedfont Lakes Neighbourhood Place Policy (Policy P2 of the WOB Vol2 DPD).
- 2.5.3. Through intensification of the Bedfont Lakes Neighbourhood, applying the densities derived in the masterplan through the Council's site appraisal capacity calculator tool it was considered that Bedfont Lakes could deliver an additional 3,987 homes.
- 2.5.4. In addition, the Council already have a buffer of 392 homes against the existing housing target over the existing 2020-2035 plan period as demonstrated in the Council's Housing Trajectory and Housing Background Paper 7.

- 2.5.5. Overall, taken together, the Council considered that the intensification of the Bedfont Lakes Neighbourhood, and the existing buffer of housing would provide capacity of 4,379 dwellings which would meet the additional two years need for 3,562 homes at 1,781 dwellings per annum for the previously proposed extension of the plan period to 2037. This would also provide a buffer of 817 homes.
- 2.5.6. The transport modelling work was undertaken for a 2031 forecast year using the TfL suite of transport models. The 2031 forecast year scenario assumed background growth up to that point however given that there has been two years of much lower growth given COVID then any additional background growth would not be significant despite evidence of growing traffic levels. Travellers are retiming their journey and traffic patterns have changed and will continue to change e.g., not in an office 5 days a week.
- 2.5.7. When including background growth in a forecast year transport model this is spread out across the council area so any increase in the background levels of growth would be dissipated and the impacts may not be seen to have any great impact. The Local Plan development has been included in specific areas and therefore the effect is concentrated so the impact on the highway and public transport network is more representative.
- 2.5.8. The Do Minimum (DM) forecast year model that was produced was based on an adjusted version of the existing London Transportation Studies v7.1 Reference Case model. This included:
- Background growth in the West of the Borough
  - Full growth in the East of the Borough
  - Full growth outside of the Borough up to 2031.
- 2.5.9. Scenario 2 included 5,503 dwellings and 4,784 jobs in the West of the borough in additional to the 2,588 dwellings and 2,882 jobs already included in the DM.
- 2.5.10. Scenario 4 then included a further 3,020 dwellings and 10,807 jobs on top of that considered in Scenario 3 so in terms of the impact the assessment is robust. The West of the Borough proposes 10,300 dwelling however the High Growth scenario that was been assessed included 11,111 dwellings in total.

## **2.6 PLANNING UNDERPINNING STUDIES**

- 2.6.1. The following sections set out a review of the Planning Data used in the previous studies and how that planning data related to LTS zones.

### **WEST OF BOROUGH STUDY**

- 2.6.2. Table 2-6 shows the demand in the West of Borough study for the 2031 Reference scenario and the 2031 Local Plan scenario.

**Table 2-6: West of Borough Study**

Location within LB Hounslow	LTS Zone	WoB 2031 Reference Case (Households)	WoB 2031 Local Plan (Households)	WoB 2031 Reference Case (Jobs)	WoB 2031 Local Plan (Jobs)
West of Borough	6100	8,117	8,767	4,495	4,297
	6110	8,590	10,063	10,623	10,060
	6111	6,977	10,199	10,442	21,647
	6114	6,208	6,110	8,223	12,085
	6121	9,767	8,538	12,132	12,821
	6132	8,594	8,692	9,626	9,976
	6120	5,892	4,794	4,590	4,835
	<b>Subtotal</b>	<b>54,144</b>	<b>57,163</b>	<b>60,131</b>	<b>75,721</b>
East of Borough	6120	4,061	4,061	3,164	3,164
	6130	3,835	3,835	1,901	1,901
	6131	12,902	12,902	15,266	15,266
	6140	2,707	2,707	19,817	19,817
	6141	7,477	7,477	7,360	7,360
	6142	4,200	4,200	3,423	3,423
	6144	7,214	7,214	4,014	4,014
	6150	2,409	2,409	3,388	3,388
	6151	9,296	9,296	7,801	7,801
	6160	995	995	12,480	12,480
	6161	9,566	9,566	12,843	12,843
	6164	3,338	3,338	2,804	2,804
	6165	5,023	5,023	3,581	3,581
	<b>Subtotal</b>	<b>73,023</b>	<b>73,023</b>	<b>97,842</b>	<b>97,842</b>
<b>Grand Total</b>		<b>127,167</b>	<b>130,186</b>	<b>157,973</b>	<b>173,563</b>

2.6.3. The information shown in Table 2-6 that there is a total demand in 2031 of 130,186 households and 173,563 jobs within the LBH.

## GREAT WEST CORRIDOR STUDY

- 2.6.4. Table 2-7 shows the demand in the Great West Corridor study for the 2031 Reference Case scenario and the 2031 Local Plan scenario. The Great West Corridor assumes that in the West of Borough area then 2031 Reference Case scenario and the Local Plan scenario were the same for households and jobs.
- 2.6.5. The difference is in the East of Borough within LTS Zone 6140, LTS Zone 6150, LTS Zone 6151 and LTS Zone 6160 for households and jobs.

**Table 2-7: Great West Corridor Study**

Location within LB Hounslow	LTS Zone	GWC 2031 Reference Case (Households)	GWC 2031 Local Plan (Households)	GWC 2031 Reference Case (Jobs)	GWC 2031 Local Plan (Jobs)
West of Borough	6100	8,116	8,116	4,495	4,495
	6110	8,590	8,590	10,623	10,623
	6111	6,977	6,977	10,442	10,442
	6114	6,208	6,208	8,223	8,223
	6121	9,767	9,767	12,132	12,132
	6132	8,594	8,594	9,626	9,626
	6120	5,892	5,892	4,590	4,590
	<b>Subtotal</b>	<b>54,144</b>	<b>54,144</b>	<b>60,131</b>	<b>60,131</b>
East of Borough	6120	4,061	4,061	3,163	3,163
	6130	3,835	3,835	1,900	1,900
	6131	12,902	12,902	15,266	15,266
	6140	2,979	6,891	25,000	31,791
	6141	7,477	7,477	7,360	7,360
	6142	4,200	4,200	3,423	3,423
	6144	7,214	7,214	4,014	4,014
	6150	1,755	3,005	2,896	6,995
	6151	8,897	11,238	8,311	11,557
	6160	728	728	11,592	12,659
	6161	9,566	9,566	12,843	12,843
	6164	3,338	3,338	2,804	2,804
	6165	5,023	5,023	3,581	3,581
	<b>Subtotal</b>	<b>71,975</b>	<b>79,478</b>	<b>102,153</b>	<b>117,356</b>
<b>Grand Total</b>		<b>126,119</b>	<b>133,622</b>	<b>162,284</b>	<b>177,487</b>

## PREVIOUSLY PROPOSED EXTENSION TO LOCAL PLAN PERIOD (2037)

2.6.6. Table 2-8 shows an analysis that has been undertaken when the LBH Local Plan was previously proposed to be extended to 2037 from the originally assumed 2031 end of the plan period.

**Table 2-8: Previously Proposed Extension to Local Plan Period (2037)**

Location within LB Hounslow	LTS Zone	GWC 2037 Reference Case (Households)	GWC 2037 Local Plan (Households)	GWC 2037 Reference Case (Jobs)	GWC 2037 Local Plan (Jobs)
West of Borough	6100	7,310	8,894	4,450	4,408
	6110	7,738	10,359	10,138	9,888
	6111	6,272	10,282	10,282	22,440
	6114	5,310	6,499	8,704	12,340
	6121	8,538	8,659	12,013	13,669
	6132	8,680	10,170	9,977	10,872
	6120	4,794	4,889	4,566	4,984
	<b>Subtotal</b>	<b>48,641</b>	<b>59,751</b>	<b>60,130</b>	<b>78,602</b>
East of Borough	6120	4,061	4,061	3,163	3,163
	6130	3,835	3,835	1,900	1,900
	6131	12,902	12,902	15,266	15,266
	6140	2,707	2,707	19,817	19,817
	6141	7,477	7,477	7,360	7,360
	6142	4,200	4,200	3,423	3,423
	6144	7,214	7,214	4,014	4,014
	6150	2,409	2,409	3,388	3,388
	6151	9,296	9,296	7,801	7,801
	6160	995	995	12,480	12,480
	6161	9,566	9,566	12,843	12,843
	6164	3,338	3,338	2,804	2,804
	6165	5,023	5,023	3,581	3,581
	<b>Subtotal</b>	<b>73,023</b>	<b>73,023</b>	<b>97,840</b>	<b>97,840</b>
<b>Grand Total</b>		<b>121,664</b>	<b>132,774</b>	<b>157,970</b>	<b>176,442</b>

## 2.7 CONCLUSION ON EXISTING STUDIES

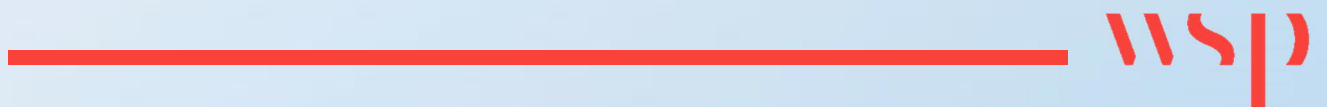
- 2.7.1. It was felt that the transport modelling that has been undertaken to date is robust and that the sensitivity assessments that were been undertaken showed that additional housing growth up to 2037 could be accommodated.
- 2.7.2. It was the Council's view that even if there is additional traffic growth, they would not be seeking to increase highway capacity. The proposed mitigation is flexible and that along with other measures in accordance with policies within the London Plan, MTS and Local Plan would reduce forecast traffic levels and hence the west of the borough should be able to accommodate the additional development post 2035 with the previously proposed extension to the Local Plan period of 2037.
- 2.7.3. It would be for individual developments to assess the impact of the development through a Transport Assessment which would need to include detailed transport modelling which would highlight any additional locations where mitigation may be required.

### **Planning Inspectorate – Post Hearings Letter**

- 2.7.4. A first stage of examination hearings was held in November 2021, and a month later the Inspectors issued their "Post Hearings Letter" (December 2021). The overall 'message' was that, subject to a series of further work streams taking place, the Local Plan Review documents could continue to the next stage of the examination hearings, which would focus on more detailed issues, including the individual policies and proposed development sites.
- 2.7.5. The Inspectors also instructed Officers to meet with a separate Planning Inspector at PINS to seek advice regarding how the Council could progress with implementing a limited number of changes to the Volume 1 Local Plan (adopted 2015), a proposal described by officers as a 'Focussed Review' of Volume 1. Since adoption of the Local Plan in 2015, there have been updates to national and regional planning policy, including a new London Plan published in 2021. The Focussed Review was needed to ensure the 2015 Volume 1 Local Plan was in general conformity with the adopted London Plan (2021), and to ensure that the Volume 1 Local Plan was appropriately aligned with Volume 2, Volume 3, and Volume 4 of the Local Plan.
- 2.7.6. A report to Cabinet on 18 April 2023 summarised the options for moving forward, with Cabinet supporting progressing the Local Plan Review as a consolidated document that combines the four volumes of the emerging Plan into a single Local Plan (incorporating limited necessary amendments).
- 2.7.7. Based upon the 18 April 2023 Cabinet Report, Officers wrote to the Inspectors with a substantive response, setting out the intended approach, and explaining there would be a procedural need to withdraw from examination, in their current form, the Great West Corridor Plan, West of Borough Plan and Draft Site Allocation Plan. The letter was sent to the Inspectors on 26 April 2023.

# 3

## TRANSPORT FOR LONDON (TFL) COVID SCENARIOS



## 3 TRANSPORT FOR LONDON (TFL) COVID SCENARIOS

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### 3.1 INTRODUCTION

- 3.1.1. TfL provided output results of their 2031/2041 forecasts and 2031 Uncertainty scenarios sourced from TfL MoTiON.
- 3.1.2. MoTiON provides a consistent basis against which to assess the impact of different policies, projects and planning decisions, working towards the objectives of the Mayor's Transport Strategy. It is used by TfL, the Greater London Authority, boroughs, and developers to inform decision making on the largest transport-related issues facing London.
- 3.1.3. The MoTiON suite comprises:
- Transport demand (MoTiON)
  - Public transport mode split and assignment (Railplan)
  - Highways assignment (LoHAM & ONE Model)
  - Cycling assignment (Cynemon)
  - Land use and transport interaction (LonLUTI)
- 3.1.4. All models in the MoTiON suite have been developed with close reference to the [Department for Transport \(DfT\) Transport analysis guidance \(TAG\)](#) to ensure the outcomes are as robust as possible.
- 3.1.5. MoTiON can model how many trips there are likely to be, their origins and destinations and their modes of transport. Inputs include land-use, demographic, economic, transport network and travel behaviour assumptions to forecast how many trips will be made, where they will go, which mode they will use and the ensuing public transport crowding and highway congestion.
- 3.1.6. TfL provided a summary table of the Public Transport trips with either an origin and/or destination in London Borough of Hounslow which is shown in Table 3-1. Vehicle trips were not available at the time but presented similar trends.

**Table 3-1: Sum of PT trips with either an origin and/or destination in LB Hounslow - time periods for 2031 and 2041 Reference Cases and 2031 Uncertainty scenarios**

Reference Cases and Scenarios		AM Peak period (0700-1000 hours)	Inter Peak period (1000 - 1600 hours)	PM Peak period (1600 - 1900 hours)	12 hour (0700-1900 hours)
2031	Reference Case	100,458	118,764	103,038	322,260
	Return to near normal / BAU	101,932	116,795	103,264	321,992
	Remote Revolution	70,163	88,246	73,660	232,068
	Low Carbon London	98,026	133,288	104,365	335,679
	Agglomeration +	118,524	152,406	126,576	397,505
	London Declines	66,304	78,479	67,425	212,208
2041	Reference Case	106,729	124,960	109,253	340,941
Difference from 2031 reference case					
	Return to near normal / BAU	1%	-2%	0%	0%
	Remote Revolution	-30%	-26%	-29%	-28%
	Low Carbon London	-2%	12%	1%	4%
	Agglomeration +	18%	28%	23%	23%
	London Declines	-34%	-34%	-35%	-34%
<b>Difference between 2041 Reference Case and 2031 Reference Case</b>		<b>6%</b>	<b>5%</b>	<b>6%</b>	<b>6%</b>

- 3.1.7. The information contained within Table 3-1 suggests that there is predicted to be a 6% increase in public transport use between the 2031 Reference Case and the 2041 Reference Case over a 12-hour period i.e., 0700-1900.
- 3.1.8. This is based on current/future assumptions and real-world conditions at the point of time when the assessment was made. The increase comprises from organic growth and mode shift and is not reported separately.

### 3.2 TRANSPORT FOR LONDON (TfL) - TRAVEL DEMAND FORECAST

- 3.2.1. TfL have produced data from MoTiON to provide an overall forecast of travel demand to / from and within London. The forecasts reflect TfL’s most up to date position on forecast demand for travel in London based on a range of data forecasts. The forecasts are refreshed on an annual basis.
- 3.2.2. The following information has been taken from the TfL report on Travel in London<sup>4</sup>.

The scenarios use two fully modelled forecasts for future planning:

- Planning Forecast (formerly known as the Reference Case) for travel demand in London with a high office return and London’s population reaching 10.8 million by 2041
- Hybrid Forecast drawn from emerging evidence on how London is changing.

Both forecasts contain the same portfolio of investment limited to only those schemes that are funded and committed. The Planning Forecast includes a modest increase in working from home compared to pre-pandemic forecasts, with levels of online shopping remaining as forecast before the pandemic and London getting back on track for achieving pre-pandemic projections of population growth by 2041.

The Hybrid Forecast, however, incorporates evidence on how London is changing:

- The latest population and employment projections, following a more central trend than the Planning Forecast
- More working from home for office workers, particularly for those on high incomes and for offices in central London
- A greater shift towards online shopping with people making fewer but more local shopping trips
- Greater flexibility to undertake leisure trips as part of the working day due to more home working
- Slightly higher relative car ownership, largely due to lower house building and a small minority of the population who are reluctant to return to public transport after the pandemic.

3.2.6. The General Disclaimer is shown and the information taken from the TfL Tavel Demand Forecasts has been used for information only and is a tool to assist in strategic planning process. It gives a general overview of the level of transport demand for different areas across various London boroughs and the wider region.

## TfL Travel Demand Forecasts

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2. MoTiON is a strategic transport demand model, provided by Transport for London (TfL) on the TfL website. It is primarily intended for the use of specialised transport planners.

3. The information presented in this dashboard does not represent the most current or recent conditions of travel in London.

4. This dashboard is a tool to assist in strategic planning processes and should not be used to inform personal travel decisions.

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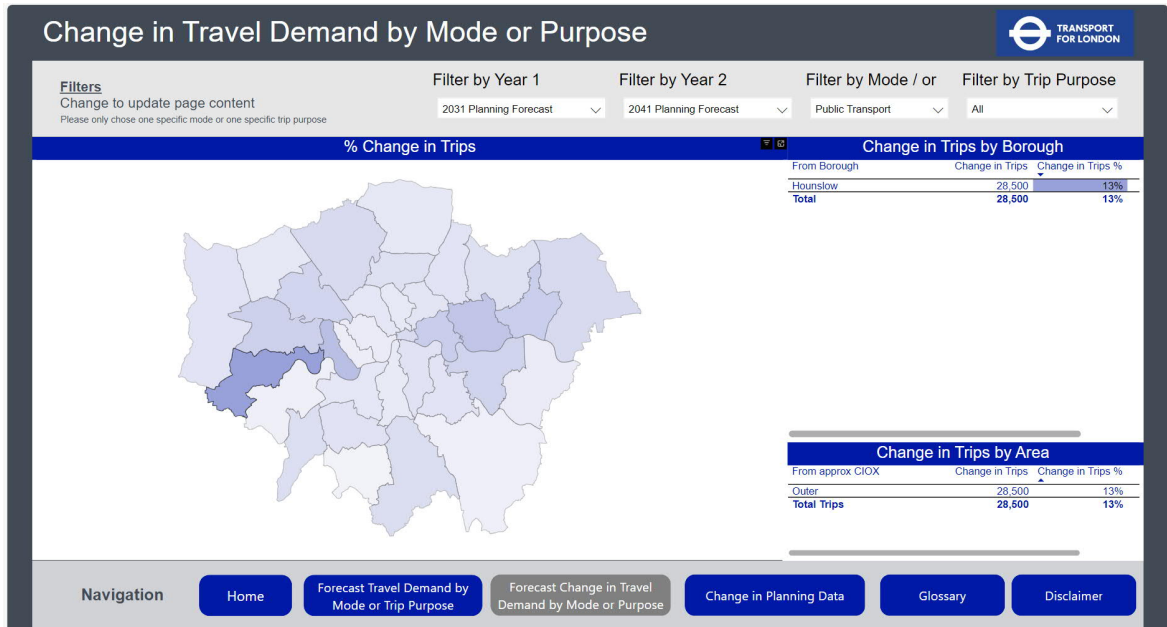
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<sup>4</sup> [Travel in London Report 15 \(tfl.gov.uk\)](https://tfl.gov.uk/reports-and-figures/travel-in-london)

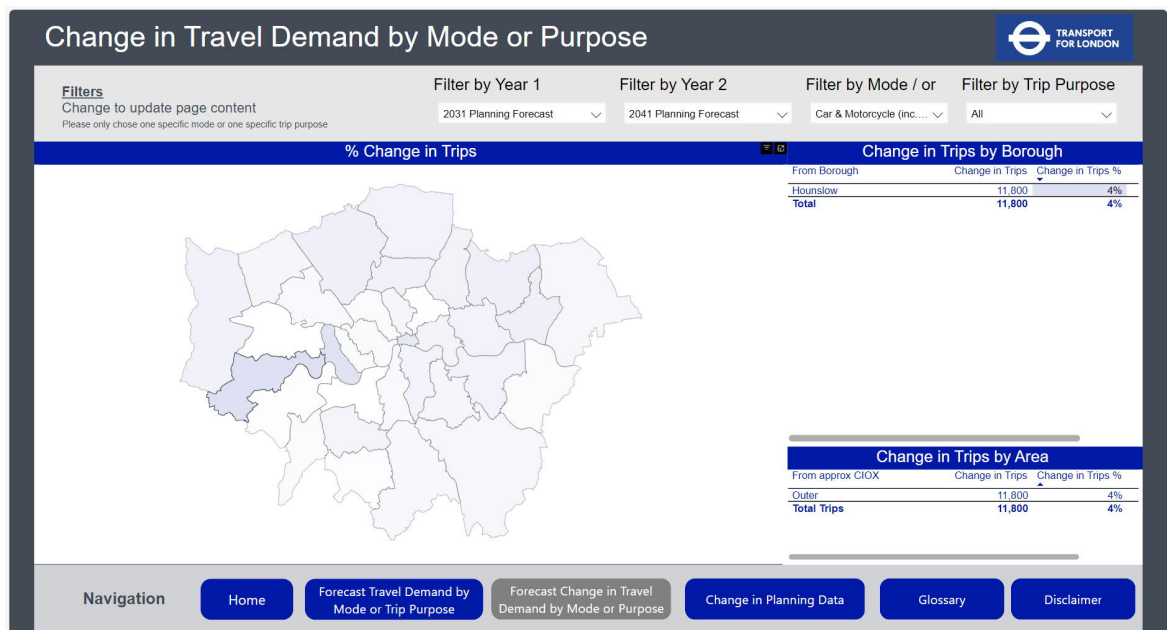
3.2.7. A comparison of the 2031 Planning Forecast i.e. Reference Case and the 2041 Planning Forecast i.e., Reference Case shows that there is prediction to be a 13% increase in the number of Public Transport trips as shown in Figure 3-1.

**Figure 3-1: 2031 Planning Forecast compared to 2041 Planning Forecast for Public Transport demand**



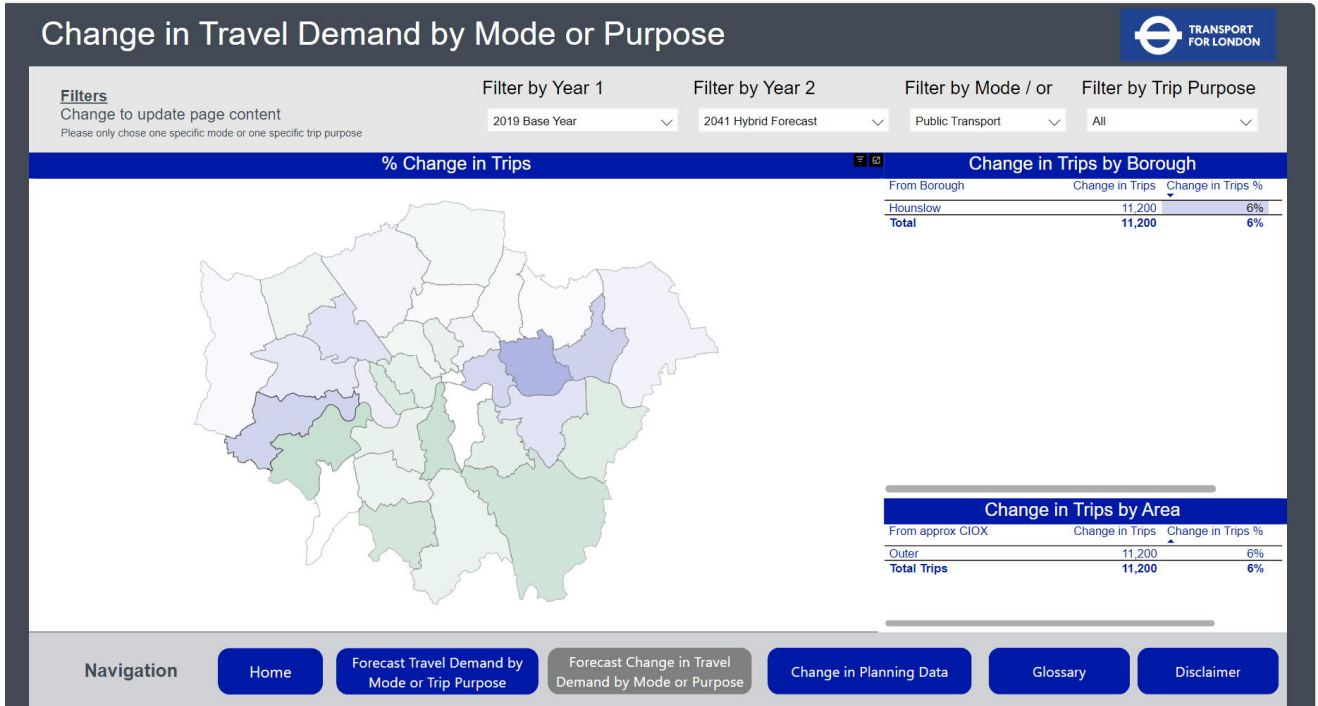
3.2.8. A comparison of the 2031 Planning Forecast i.e. Reference Case and the 2041 Planning Forecast i.e., Reference Case shows that there is prediction to be a 4% increase in the number of Car / Motorcycle trips as shown in Figure 3-2.

**Figure 3-2: 2031 Planning Forecast compared to 2041 Planning Forecast for Car / Motorcycle demand**



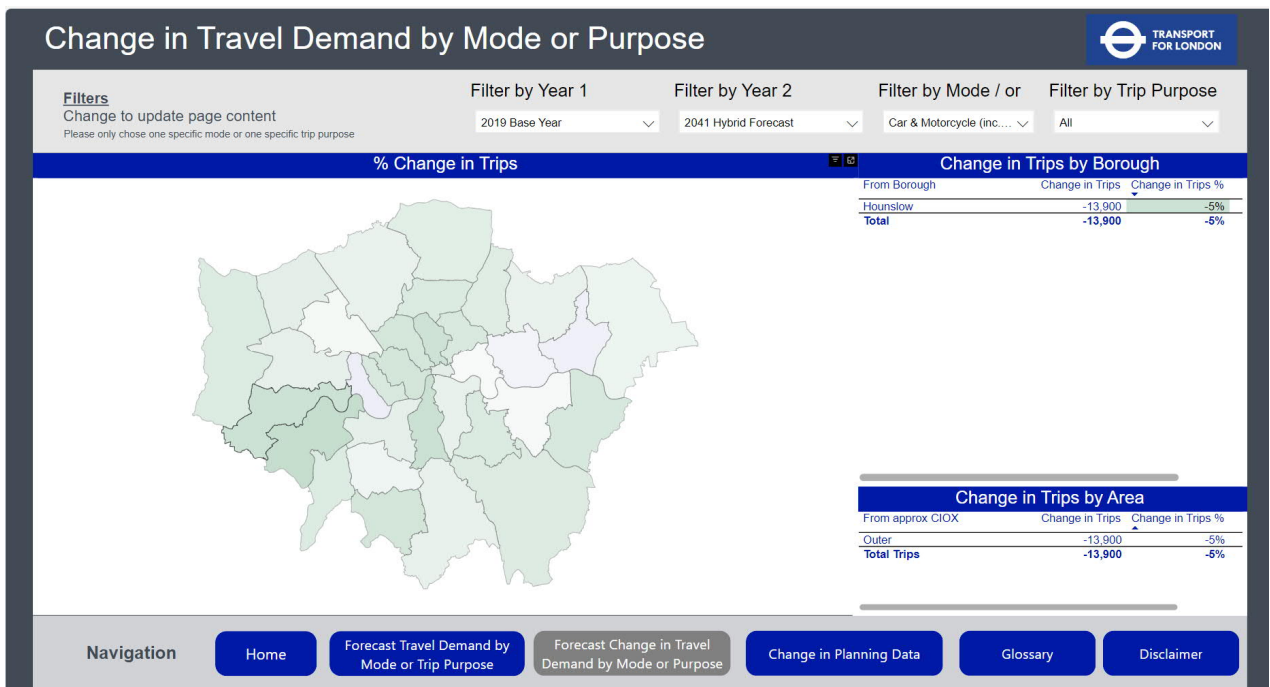
3.2.9. A comparison between the 2019 Base Year and the 2041 Hybrid Forecast shows that there is a 6% increase in the number of Public Transport trips as shown in Figure 3-3.

**Figure 3-3: 2019 Base Year to 2041 Hybrid Forecast for Public Transport**



3.2.10. A comparison between the 2019 Base Year and the 2041 Hybrid Forecast shows that there is a 5% decrease in the number of Cars / Motorcycle trips as shown in Figure 3-4.

**Figure 3-4: 2019 Base Year to 2041 Hybrid Forecast for Cars / Motorcycles**

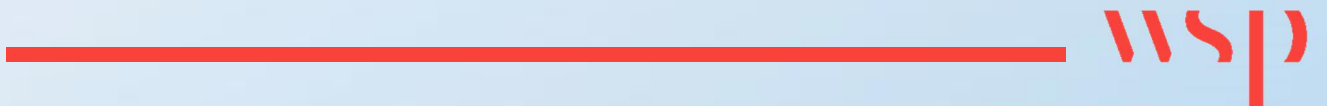


### **3.3 SUMMARY**

- 3.3.1. In summary the information supplied by TfL as contained in Table 3-1 shows that there is predicted to be a 6% increase in Public Transport.
- 3.3.2. The TfL Travel Demand Forecasts predicted a 5% reduction in Car / Motorcycle demand between 2019 and 2041 for the Hybrid Forecast as shown in Figure 3-1.
- 3.3.3. These assumptions have been used to undertake an assessment of the 2041 Reference Case scenario and Local Plan scenario as detailed in Section 4.

# 4

## CHANGES TO LOCAL PLAN SITE ALLOCATIONS



## 4 CHANGES TO LOCAL PLAN SITE ALLOCATIONS

### 4.1 INTRODUCTION

- 4.1.1. There have been changes to the Local Plan Site Allocations including new sites which have come forward since the original study and the area studies and the removal of certain sites where necessary, including those that have already commenced construction or been implemented.
- 4.1.2. The Council have noted that there is likely to be an overall reduction in the number of housing units since the West of Borough (WoB) and Great West Corridor (GWC) transport studies were undertaken but an increase in site allocations in other parts of the borough i.e., central Hounslow.

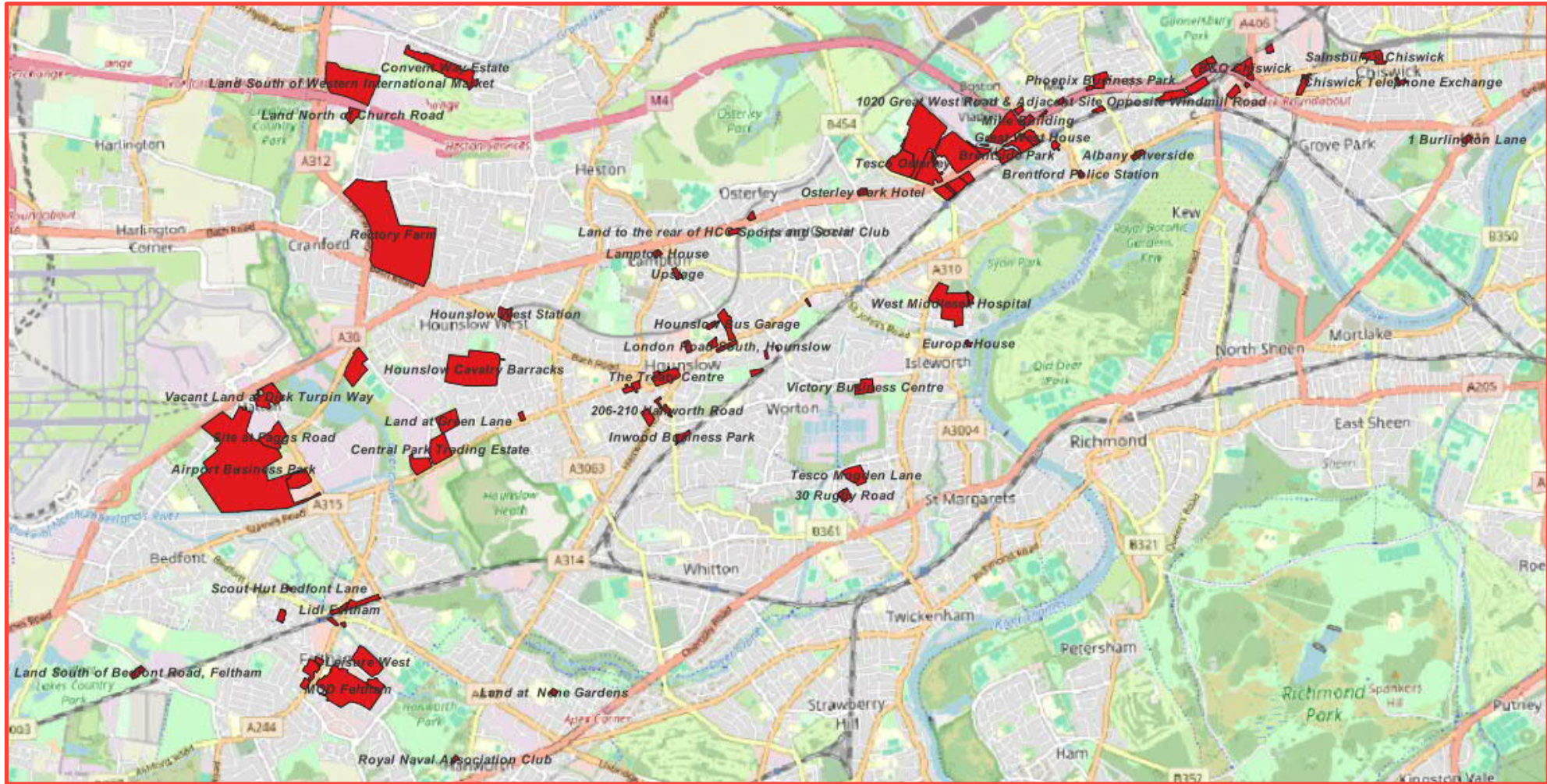
### 4.2 LOCAL PLAN SITE ALLOCATIONS

- 4.2.1. To inform the assessment the Council provided updated land-use quantum data for the local plan development proposals across the borough. This is included as Appendix A while Figure 4-1 shows the locations of the Council Local Plan Site Allocations.
- 4.2.2. Appendix B illustrates the Local Plan Site Allocations and their relevant gross and net planning assumptions in Households and Jobs. The Net Households and Net Jobs figures represent the difference between the existing site and new site. For example, Reference 2 (Tesco Osterley) shows a net increase in households and a net decrease in jobs as it is changing from a supermarket to residential use.
- 4.2.3. Table 4-1 summaries the Local Plan gross and net planning assumptions in Households and Jobs.

**Table 4-1: London Borough of Hounslow – Households and Jobs (Total Gross and Net)**

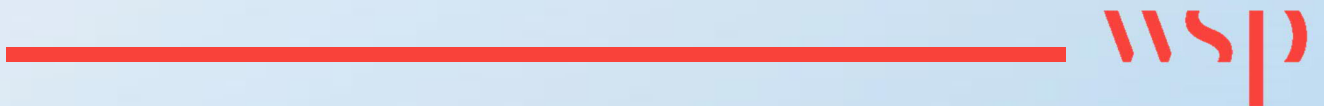
Year		Gross Households	Gross Jobs	Net Households	Net Jobs
2041	Great West Corridor	7,090	13,684	7,090	4,294
	West of Borough	5,170	3,553	5,148	1,415
	Other	4,430	2,419	3,990	-992
	<b>Total</b>	<b>16,690</b>	<b>19,656</b>	<b>16,228</b>	<b>4,717</b>

Figure 4-1: London Borough of Hounslow – Local Plan Site Allocation Locations



# 5

## PROPOSED EXTENSION OF LOCAL PLAN PERIOD TO 2041



## 5 PROPOSED EXTENSION OF LOCAL PLAN PERIOD TO 2041

### 5.1 INTRODUCTION

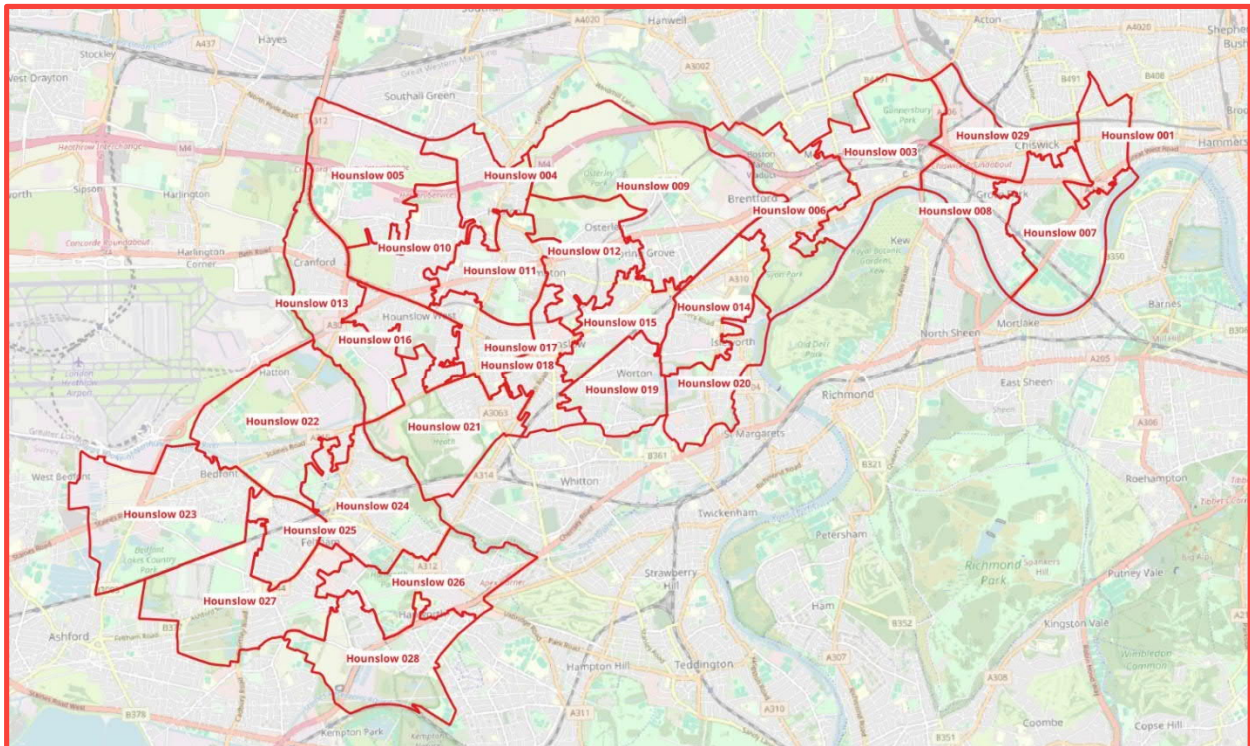
5.1.1. The following sections look to assess the changes to the Local Plan Site Allocations which will underpin the proposed extension of the Local Plan Period to 2041 and to ensure that they remain robust ahead of public consultation and independent examination of the single Local Plan

### 5.2 PLANNING DATA

5.2.1. The National Trip End Model (NTEM) dataset is published by the DfT and provides an essential resource for transport planning. It provides long range, comprehensive forecasts of personal travel demand for those people living in households across Great Britain. The Trip End Model Presentation Program (TEMPro) Version 8.1 provides a user interface to access and summarise the NTEM Version 8.0 dataset.

5.2.2. TEMPro Version 8.1 for the 2031-2041 period has been used to inform the growth in the LBH area for the 2041 Reference Case scenario. Appendix C contains the TEMPro Version 8.1 growth assumptions while Figure 5-1 shows the TEMPro Version 8.1 Middle Super Output Area (MSOA) boundaries.

**Figure 5-1: TEMPro Version 8.1 MSOA Boundaries**



5.2.3. Table 5-1 summarises the growth in Households and Jobs in the Hounslow area between 2031 and 2041 split by TEMPro Version 8.1 MSOA boundaries.

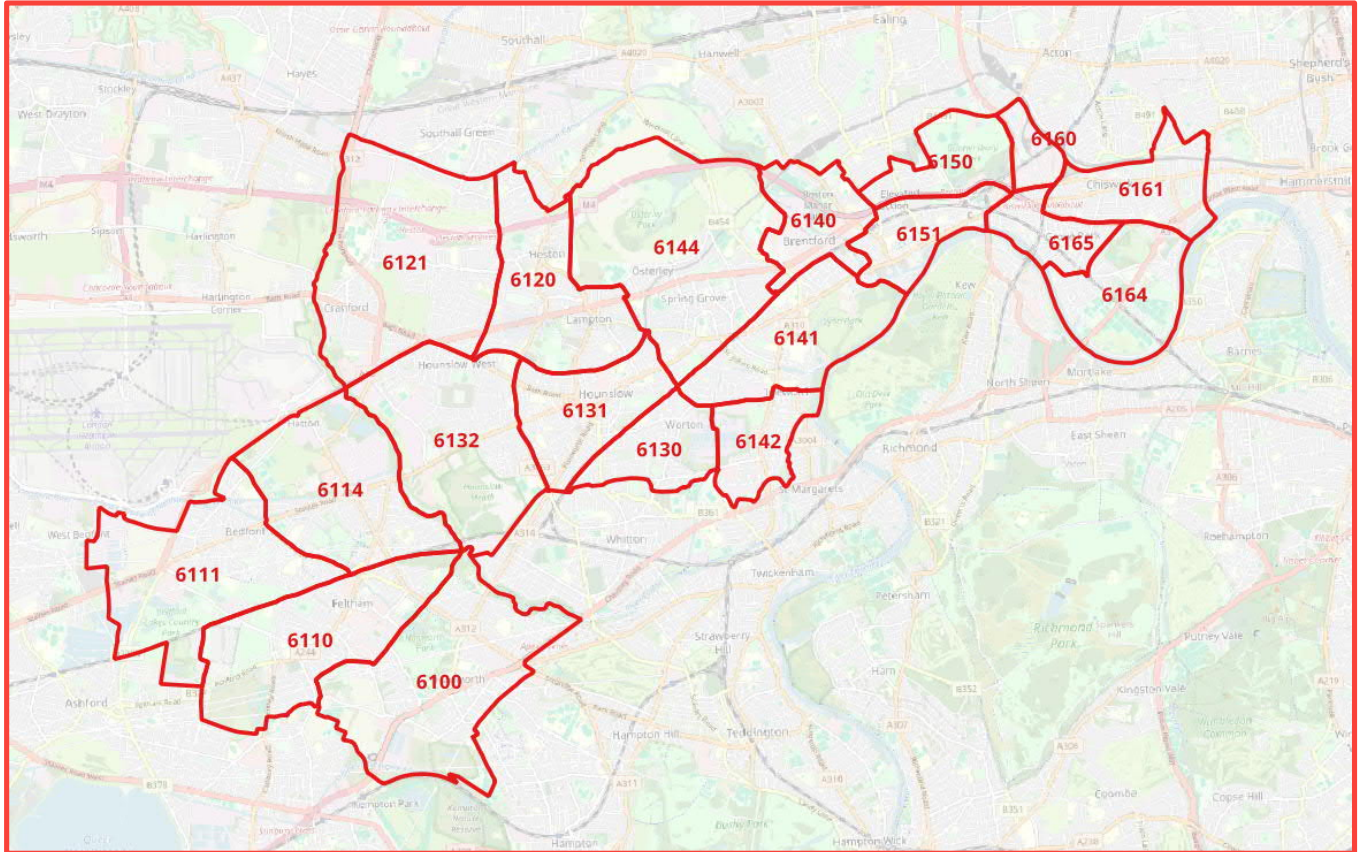
5.2.4. Table 5-1 shows that TEMPro Version 8-1 predicts that there is an increase of 4,410 Households and 2,236 Jobs between 2031 and 2041 in the Hounslow area.

**Table 5-1: TEMPro Version 8.1 Growth in Hounslow MSOA**

<b>MSOA</b>	<b>Percentage</b>	<b>Growth 2031-2041 TEMPro HH</b>	<b>Growth 2031-2041 TEMPro Jobs</b>
Hounslow 001	100%	165	88
Hounslow 003	100%	223	110
Hounslow 004	100%	128	25
Hounslow 005	100%	107	111
Hounslow 006	100%	200	153
Hounslow 007	100%	187	54
Hounslow 008	100%	180	31
Hounslow 009	100%	135	172
Hounslow 010	100%	132	21
Hounslow 011	100%	135	64
Hounslow 012	100%	131	28
Hounslow 013	100%	122	94
Hounslow 014	100%	200	101
Hounslow 015	100%	166	70
Hounslow 016	100%	132	37
Hounslow 017	100%	147	64
Hounslow 018	100%	193	121
Hounslow 019	100%	130	24
Hounslow 020	100%	154	50
Hounslow 021	100%	139	53
Hounslow 022	100%	165	128
Hounslow 023	100%	164	109
Hounslow 024	100%	183	57
Hounslow 025	100%	178	42
Hounslow 026	100%	153	78
Hounslow 027	100%	151	85
Hounslow 028	100%	121	17
Hounslow 029	100%	189	249
<b>Total</b>		<b>4,410</b>	<b>2,236</b>

5.2.5. Figure 5-2 shows the LTS zones within the LBH area. The information contained in Table 5-1 has been spatially analysed and a summary correspondence to the LTS zoning system shown has been produced which is shown in Table 5-2.

**Figure 5-2: LTS Zoning for the LB Hounslow**



**Table 5-2: TEMPro Version 8 growth to LTS Zoning between 2031 and 2041**

Location within LB Hounslow	LTS Zone	WSP 2031/2041 Reference Case Growth for Households	WSP 2031/2041 Reference Case Growth for Jobs
West of Borough	6100	311	107
	6110	313	121
	6111	267	150
	6114	228	139
	6121	339	196
	6132	342	140
	6120	182	63
	<b>Subtotal</b>	<b>1,982</b>	<b>917</b>
East of Borough	6120	126	44
	6130	161	47
	6131	316	160
	6140	96	83
	6141	310	168
	6142	159	56
	6144	278	198
	6150	140	76
	6151	128	73
	6160	76	101
	6161	272	210
	6164	225	61
	6165	141	41
	<b>Subtotal</b>	<b>2,428</b>	<b>1,319</b>
	<b>Grant Total</b>		<b>4,410</b>

5.2.6. The information contained in Appendix A, Table 4-1 i.e., Local Plan Site Allocations alongside the TEMPro Version 8 growth contained in Table 4-3 has been used to allocate the Local Plan Site Allocations to LTS zoning. This information is shown in Table 4-4.

**Table 5-3: 2041 Local Plan Site Allocations to LTS zoning**

Location within LB Hounslow	LTS Zone	WSP 2031/2041 Local Plan Growth for Households	WSP 2031/2041 Local Plan Growth for Jobs
West of Borough	6100	60	0
	6110	2382	-131
	6111	50	-22
	6114	666	1,140
	6121	310	480
	6132	1,199	58
	6120	271	-13
	<b>Subtotal</b>	<b>4,938</b>	<b>1,512</b>
East of Borough	6120	50	26
	6130	2	2
	6131	2,495	-1,237
	6140	4,141	1,576
	6141	270	250
	6142	400	-52
	6144	472	339
	6150	1,127	960
	6151	1,714	648
	6160	100	304
	6161	425	549
	6164	87	-163
	6165	6	12
	<b>Subtotal</b>	<b>11,290</b>	<b>3,205</b>
<b>Grand Total</b>		<b>16,228</b>	<b>4,717</b>

5.2.7. Table 5-4 provides a summary of the 2041 Reference Case Scenario and the 2041 Local Plan Scenario. This assumes a Business As Usual scenario i.e., London Plan levels of growth and pre-COVID levels of trips making are reached by 2041.

**Table 5-4: 2041 Reference Case scenario and Local Plan scenario**

Location within LB Hounslow	LTS Zone	2041 Reference Case (Households)	2041 Local Plan (Households)	2041 Reference Case (Jobs)	2041 Local Plan (Jobs)
West of Borough	6100	8,427	8,487	4,602	4,602
	6110	8,903	11,284	10,744	10,614
	6111	7,244	7,294	10,592	10,570
	6114	6,436	7,103	8,362	9,502
	6121	10,106	10,416	12,328	12,808
	6132	8,936	10,135	9,766	9,824
	6120	6,074	6,345	4,653	4,640
	<b>Subtotal</b>	<b>56,126</b>	<b>61,064</b>	<b>61,048</b>	<b>62,560</b>
East of Borough	6120	4,187	4,237	3,207	3,233
	6130	3,996	3,998	1,947	1,949
	6131	13,218	15,713	15,426	14,189
	6140	2,803	6,944	19,900	21,467
	6141	7,787	8,057	7,528	7,778
	6142	4,359	4,759	3,479	3,428
	6144	7,492	7,964	4,212	4,551
	6150	2,549	3,675	3,464	4,424
	6151	9,424	11,138	7,874	8,522
	6160	1,071	1,172	12,581	12,884
	6161	9,838	10,263	13,053	13,602
	6164	3,563	3,649	2,865	2,702
	6165	5,164	5,171	3,622	3,635
	<b>Subtotal</b>	<b>75,451</b>	<b>86,741</b>	<b>99,159</b>	<b>102,364</b>
<b>Grand Total</b>		<b>131,577</b>	<b>148,805</b>	<b>160,207</b>	<b>164,924</b>

5.2.8. The information supplied by TfL as contained in Table 3-1 shows that there is predicted to be a 6% increase in Public Transport. The TfL Travel Demand Forecasts predicted a 5% reduction in Car / Motorcycle demand between 2019 and 2041 for the Hybrid Forecast as shown in Figure 3-1.

- 5.2.9. Assuming that there is 5% reduction in Car / Motorcycle demand within Hounslow then this could be applied to the information shown in Table 4-5.
- 5.2.10. Table 5-5 shows the 2041 Reference Case scenario and Local Plan scenario with an assumed 5% reduction in demand applied to the background growth. The Local Plan Site Allocation demand is assumed to remain the same as that shown in Table 5-3.

**Table 5-5: 2041 Reference Case scenario and Local Plan scenario with assumed 5% decrease in Car / Motorcycle demand (6% increase in Public Transport demand)**

Location within LB Hounslow	LTS Zone	2041 TfL Reference Case (Households)	2041 Local Plan (Households)	2041 TfL Reference Case (Jobs)	2041 Local Plan (Jobs)
West of Borough	6100	8,006	8,066	4,372	4,372
	6110	8,458	10,839	10,207	10,076
	6111	6,882	6,932	10,063	10,041
	6114	6,114	6,781	7,944	9,084
	6121	9,601	9,911	11,711	12,191
	6132	8,489	9,688	9,278	9,336
	6120	5,770	6,041	4,421	4,408
	Subtotal	<b>53,320</b>	<b>58,258</b>	<b>57,996</b>	<b>59,508</b>
East of Borough	6120	3,978	4,028	3,047	3,073
	6130	3,797	3,799	1,849	1,851
	6131	12,557	15,052	14,655	13,418
	6140	2,663	6,804	18,905	20,472
	6141	7,398	7,668	7,152	7,402
	6142	4,141	4,541	3,306	3,254
	6144	7,117	7,590	4,001	4,340
	6150	2,421	3,548	3,291	4,251
	6151	8,952	10,667	7,481	8,128
	6160	1,018	1,118	11,952	12,255
	6161	9,346	9,771	12,401	12,949
	6164	3,385	3,471	2,721	2,559
	6165	4,906	4,912	3,441	3,454
	Subtotal	<b>71,678</b>	<b>82,868</b>	<b>94,201</b>	<b>97,406</b>
<b>Total</b>		<b>124,998</b>	<b>141,226</b>	<b>152,197</b>	<b>156,914</b>

### 5.3 SUMMARY

- 5.3.1. The analysis undertaken shows that when information on the patterns of travel behaviours seen post-COVID is considered then the 2041 demand in terms of households is 141,226 while the 2041 demand in terms of jobs is 156,914 across the Council area.
- 5.3.2. Table 4-7 shows a comparison of overall demand across the various assessments and studies.

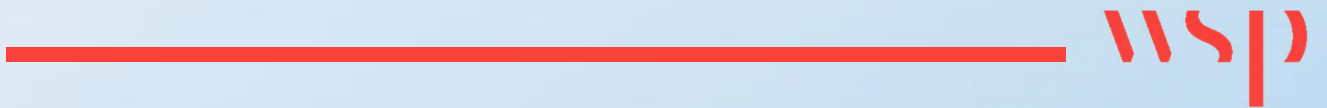
**Table 5-6: Total Household and Jobs for 2031, 2037 and 2041 Local Plan Periods**

Study	Year	TfL Reference Case (Households)	Local Plan (Households)	TfL Reference Case (Jobs)	Local Plan (Jobs)
Proposed Extension to Local Plan Period	2041	124,998	141,226	152,197	156,914
West of Borough	2031	127,167	130,187	157,972	173,563
Great West Corridor		126,119	133,622	162,284	177,487
Previously Proposed Extension to Local Plan Period	2037	121,664	132,775	157,969	176,442

- 5.3.3. This shows that the level of overall demand is greater in terms of households but lower in terms of jobs in the 2041 forecast year than in either the 2031 or 2037 forecast years.

# 6

## SUMMARY AND CONCLUSIONS



## 6 SUMMARY AND CONCLUSIONS

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### 6.1 SUMMARY

#### PREVIOUS STUDIES

- 6.1.1. The transport modelling work that has been undertaken for a 2031 forecast year used the Transport for London suite of transport models. When including background growth in a forecast year transport model this is spread out across the council area so any increase in the background levels of growth would be dissipated and the impacts may not be seen to have any great impact. The Local Plan development has been included in specific areas and therefore the effect is concentrated so the impact on the highway and public transport network is more representative.
- 6.1.2. For the previous studies packages of mitigation measures were produced to offset the impact of the growth in the network predicted due to Local Plan development. To estimate the impact of each mitigation measure, a set of assumptions was made about the potential mode shift expected from each of the measures based on published evidence.
- 6.1.3. It was demonstrated that the mitigation measures were likely to provide improved network conditions however, the mitigation package would not bring traffic levels back to pre-development levels. Their introduction would reduce the impact of Local Plan development in the London Borough of Hounslow.

#### PREVIOUSLY PROPOSED EXTENSION OF LOCAL PLAN PERIOD TO 2037

- 6.1.4. The previously proposed extension of the Local Plan period to 2037 showed that the strategic transport modelling undertaken to date was robust and that the sensitivity assessments undertaken showed that additional housing growth up to 2037 could be accommodated.

#### COVID ASSESSMENT

- 6.1.5. There have been changes in the patterns of travel behaviours seen post-COVID which have included:
- More working from home for office workers, particularly for those on high incomes and for offices in central London
  - A greater shift towards online shopping with people making fewer but more local shopping trips
  - Greater flexibility to undertake leisure trips as part of the working day due to more home working
  - Slightly higher relative car ownership, largely due to lower house building and a small minority of the population who are reluctant to return to public transport after the pandemic.

#### PROPOSED EXTENSION OF LOCAL PLAN PERIOD TO 2041

- 6.1.6. The analysis work undertaken to assess the potential impact of the Proposed Extension of the Local Plan period to 2041 has shown that the overall demand in terms of households and jobs has reduced.
- 6.1.7. This analysis work shows that the level of overall demand is greater in terms of households but lower in terms of jobs in the 2041 forecast year than in either the 2031 or 2037 forecast years.

- 6.1.8. In some locations there is a risk that not undertaking strategic transport modelling may mean that capacity issues at junctions may not be apparent. To offset that risk individual development related Transport Assessments will be required to assess highway impacts in detail and ensure appropriate measures can be implemented. These need to be assessed in association with the strategic impacts and contribute to them, even if individual impacts are not considered to be significant on their own.

## **6.2 CONCLUSIONS**

- 6.2.1. In terms of the proposed extension of the Local Plan period to 2041 it is felt that, on balance, undertaking additional strategic transport modelling would not further inform the assessment of the Local Plan and the impact on the road network within the London Borough of Hounslow.

# Appendix A

LONDON BOROUGH OF HOUNSLOW -  
SITE ALLOCATIONS FINAL





Site Information														Not Allocation					
Site Allocation Ref no.	Site Name	Address 1	Address 2	Ward	Postcode	Site Size	FTSL 2018	Existing Use	Ownership	Site Source	Capacity Source	Planning Constraints	Heritage Constraints	2020 DPD (Date withdrawn)	Place Policy in 2020 LP Review	SAC ID	Masterplan ID	Net Households	Net Jobs
1	By Campus Brentford	By Campus	Ordnance Business Park, Symons Lane, Isleworth	Oriskany and Spring Green Ward	TW7 5DD	14	2781a	Manufacturing, Production and associated activities (B1)	Private	SWC Masterplan 2019	SWC Masterplan 2019	Strategic Industrial Location (SIL). Net loss of industrial floor space consideration of impact of development on existing occupiers obeying agent of change principle. This address Local Open Space development should enhance the provision of publicly accessible Local Open Space through streets provision in local character (S2). Land Quality. Development will be subject to compliance with Policy CMCC3, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Operatory listed building, Former Gillette Factory, Grade II; Factory listed building, Pavilion and Clubhouse, Grade II; Factory listed building, Oriskany House, Grade II; Conservation Area, Oriskany Park. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	19	WLP 02	0	137
2	Tecco Oriskany	Tecco Oriskany Extra Site Lane	Spyn Lane	Oriskany and Spring Green Ward	TW7 5AD	4.6	1A2	Retail (A1) with ancillary Car Parking	Private	Call for Sites 2016	SWC Masterplan 2019	Site has no specific designation. Sites located in Strategic Industrial Location. Consideration of impact on existing occupiers obeying agent of change principle. Land Quality. Development will be subject to compliance with Policy CMCC3, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Factory listed building, Former Gillette Factory, Grade II; Factory listed building, Pavilion and Clubhouse, Grade II; Factory listed building, Oriskany House, Grade II; Conservation Area, Oriskany Park. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	324	WLP 02	1030	453
3	Gillette Factory	Gillette Corner	Gillette Corner, Great West Road, Isleworth	Oriskany and Spring Green Ward	TW7 5LW	4.4	2	Factory (B2 - Vacant)	Private	Call for Sites 2016	SWC Masterplan 2019 (Rev 1)	Strategic Industrial Location (SIL). Net loss of existing industrial floor space consideration of impact of development on existing occupiers obeying agent of change principle. Land Quality. Development will be subject to compliance with Policy CMCC3, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Operatory listed building, Former Gillette Factory, Grade II; Factory listed building, Pavilion and Clubhouse, Grade II; Factory listed building, Oriskany House, Grade II; Conservation Area, Oriskany Park. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	17	WLP 02	248	725
4	Classic Cars, 125 Harlequin Avenue	125 Harlequin Avenue	London	Oriskany and Spring Green Ward	TW8 9EW	0.3	10	Car Garage (B2)	Private	SWC Masterplan 2019	SWC Masterplan 2019 (Rev 2)	Strategic Industrial Location (SIL). Net loss of existing industrial floor space consideration of impact of development on existing occupiers obeying agent of change principle. Land Quality. Development will be subject to compliance with Policy CMCC3, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Operatory listed building, Former Gillette Factory, Grade II; Conservation Area, Oriskany Park. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	523	WLP 02	0	76
5	West Cross Campus	West Cross Industrial Estate	West Cross Industrial Estate	Oriskany and Spring Green Ward	TW8 9EX	9.3	1A2	Industrial (B2), Light Industrial (B1a), Warehouse (B8) and Retail Warehouse (B8 with ancillary A1)	Private	Call for Sites 2016	SWC Masterplan 2019	Strategic Industrial Location (SIL). Net loss of existing industrial floor space consideration of impact of development on existing occupiers obeying agent of change principle. Land Quality. Development will be subject to compliance with Policy CMCC3, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Factory listed building, Former Gillette Factory, Grade II; Factory listed building, Central Gate, Gate Plans and Buildings, to the Former Factory Factory, Grade II; Oriskany Park and Garden, Oriskany Park, Grade II; Conservation Area, Great West Road and Boston Manor. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	341	WLP 02	1800	250
6	BSB Brentford	BSB Brentford	Harlequin Avenue	Oriskany and Spring Green Ward	TW8 9EF	0.1	276	Industrial (B2) with ancillary car parking	Private	SWC Masterplan 2019	SWC Masterplan 2019 (Rev 2)	Strategic Industrial Location (SIL). Net loss of existing industrial floor space consideration of impact of development on existing occupiers obeying agent of change principle. Land Quality. Development will be subject to compliance with Policy CMCC3, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Conservation Area, Oriskany Park; Conservation Area, Great West Road and Boston Manor. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	522	WLP 02	130	94
7	Profile West Brentford Car Park	600 Profile West	600 Great West Road	Oriskany and Spring Green Ward	TW8 9ES	0.6	2	Car Park	Private	SWC Masterplan 2019	SWC Masterplan 2019 (Rev 1)	Strategic Industrial Location (SIL). Net loss of existing industrial floor space consideration of impact of development on existing occupiers obeying agent of change principle. Land Quality. Development will be subject to compliance with Policy CMCC3, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Conservation Area, Great West Road and Boston Manor. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	526	WLP 02	35	17
8	Carpet Right, 971 Great West Road	971 Great West Trading Estate	Great West Road	Oriskany and Spring Green Ward	TW8 9EN	0.9	2	Large Retail Warehouse (B1) with ancillary car parking	Private	Call for Sites 2016	SWC Masterplan 2019 (Rev 2)	Locally Significant Industrial Site (LSIS). Net loss of existing industrial floor space consideration of impact of development on existing occupiers obeying agent of change principle. Transport: The site is adjacent to the Great West Road (A1) a major distributor road and the local plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Factory listed building, WestRA House, Grade II. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	511	WLP 02	0	126
9	Spyn Lane Industrial Estate	The Gate Corner / Spyn Clinic	Brentford	Oriskany and Spring Green Ward	TW8 9ED	1.6	2	Business (B1), General Industrial (B2) and Warehouse (B8)	Private	SWC Masterplan 2019	SWC Masterplan 2019 (Rev 2)	Locally Significant Industrial Site (LSIS). Net loss of existing industrial floor space consideration of impact of development on existing occupiers obeying agent of change principle. Transport: The site is adjacent to the Great West Road (A1) a major distributor road and the local plan in order that any contamination and any historic landfill is properly contained and addressed as part of any development.	Heritage assets include, but are not limited to: Factory listed building, Former City Factory, Grade II. Likely impact of Allocation on Heritage Assets: The proposed development could have an impact on the heritage assets listed above. Potential impacts include, but are not limited to: Impact to the significance of the heritage assets impacted by the setting of the heritage assets	GWC	Great West Corridor West	342	WLP 02 (Amended)	0	25

10	931 Great West Road	Lockers Skids	931 Great West Road	Oxturkey and Spring Grove Ward	TWB 90U	0.3	2	See General Car Dealer (G) and See Dry Business (D). General Industrial (G) and Warehouse (B)	Private	GWC Masterplan 2019	GWC Masterplan 2019 (Rev 2)	Locally Significant Industrial Site (S10). No net loss of existing Industrial floor space consideration of impact of development on existing occupiers, changing agent of change principle. Transport: The Site is adjacent to the Great West Road (A1) a major distributor road and the B116 Road. Development should not adversely impact the transport network and local building. The site is within the setting of the Grade II listed Spyn Lane building. Development must conserve and take opportunities to enhance the building and its setting to ensure appropriate significance. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Statutory Listed Building: Former Cold Factory, Grade II Listed Impact of Allocation on Heritage Assets The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor West	525	W.n.p	0	43
11	Hornbush Spyn Lane	Hornbush	Spyn Lane	Oxturkey and Spring Grove Ward	TW7 SQE	1.8	2/3	Large former Retail Warehouse (H) with ancillary car parking	Private	GWC Masterplan 2019	GWC Masterplan 2019	Transport: The Site is adjacent to the Great West Road (A1) a major distributor road and the B116 Road. Development should not adversely impact the transport network and local building. The site is within the setting of the Grade II listed Spyn Lane building. Development must conserve and take opportunities to enhance the building and its setting to ensure appropriate significance. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Statutory Listed Building: Former Gillette Factory, Grade II Listed Impact of Allocation on Heritage Assets The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor West	131	W.n.p V3	370	141
13	Harlequin Avenue Sub station	Substation, North of 125 Harlequin Avenue	Brentford	Oxturkey and Spring Grove Ward	TWB 90W	0.1	10	Substation (See General)	Private	GWC Masterplan 2019	GWC Masterplan 2019 (Rev 2)	Strategic Industrial Location (S12). No net loss of existing Industrial floor space consideration of impact of development on existing occupiers, changing agent of change principle. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Statutory Listed Building: Former Gillette Factory, Grade II Conservation Area: Chisley Park Local Impact of Allocation on Heritage Assets The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor West	524	W.n.p	10	-10
14	Phillips & Wood, 2 Harlequin Avenue	2 Harlequin Avenue	Jordan	Oxturkey and Spring Grove Ward	TWB 90W	0.1	2	Light Industrial & Office (B1/Use 1)	Private	GWC Masterplan 2019	GWC Masterplan 2019 (Rev 1)	Strategic Industrial Location (S12). No net loss of existing Industrial floor space consideration of impact of development on existing occupiers, changing agent of change principle. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Statutory Listed Building: Former Gillette Factory, Grade II Listed Impact of Allocation on Heritage Assets The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor West	529	W.n.p	0	20
16	Brentside Park	Brentside Park	Great West Road	Oxturkey and Spring Grove Ward	TW9 90S	1.8	2	Business (B1) and Hybrid (C2) (Special Use)	Private	GWC Masterplan 2019	GWC Masterplan 2019 (Rev 1)	Key Existing Office Location. No net loss of existing office floor space. Transport: The Site is adjacent to the Great West Road (A1) a major distributor road and the B116 Road. Development should not adversely impact the transport network and local building. The site is within the setting of the Grade II listed Spyn Lane building. Development must conserve and take opportunities to enhance the building and its setting to ensure appropriate significance. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Statutory Listed Building: 991 Great West Road, Grade II Conservation Area: Grand Union Canal and Boston Manor Highland Park and Garden, Spyn Park, Grade II The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor Central	518	C.b	390	132
17	Great West Plaza	Great West Plaza	Brentford	Spyn Ward	TW7 9E	2.1	2/3	Office (B1)	Private	Call for Sites 2016	GWC Masterplan 2019 (Rev 1)	Key Existing Office Location. No net loss of existing office floor space. Transport: The Site is adjacent to the Great West Road (A1) a major distributor road and the B116 Road. Development should not adversely impact the transport network and local building. The site is within the setting of the Grade II listed Spyn Lane building. Development must conserve and take opportunities to enhance the building and its setting to ensure appropriate significance. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Conservation Area: Grand Union Canal and Boston Manor Highland Park and Garden, Spyn Park, Grade II The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor Central	309	C.c	380	357
18	Great West House	Car Park, Great West House	Great West Road	Spyn Ward	TWB 90F	1.4	2/3	Office (B1)	Private	GWC Masterplan 2019	GWC Masterplan 2019 (Rev 1)	Key Existing Office Location. No net loss of existing office floor space. Transport: The Site is adjacent to the Great West Road (A1) a major distributor road and the B116 Road. Development should not adversely impact the transport network and local building. The site is within the setting of the Grade II listed Spyn Lane building. Development must conserve and take opportunities to enhance the building and its setting to ensure appropriate significance. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Statutory Listed Building: Boston Manor House, Grade II Conservation Area: Grand Union Canal and Boston Manor Highland Park and Garden, Spyn Park, Grade II Highland Park and Garden, Boston Manor, Key Listed Impact of Allocation on Heritage Assets The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor Central	527	C.d	70	485
19	Mill Building	1000	Great West Road	Brentford Ward	TWB 90W	0.7	2	Office (B1)	Private	Call for Sites 2016	GWC Masterplan 2019 (Rev 1)	Key Existing Office Location. No net loss of existing office floor space. Transport: The Site is adjacent to the Great West Road (A1) a major distributor road and the B116 Road. Development should not adversely impact the transport network and local building. The site is within the setting of the Grade II listed Spyn Lane building. Development must conserve and take opportunities to enhance the building and its setting to ensure appropriate significance. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Conservation Area: Grand Union Canal and Boston Manor Conservation Area: St Paul's Brentford Highland Park and Garden, Boston Manor, Key Highland Park and Garden, Spyn Park, Grade II The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor Central	313	C.f	0	468
21	Enterprise, Boston Park Road	Enterprise Bent & Car	Boston Park Road	Brentford Ward	TWB 9F	0.2	3	Car Garage (G2)	Private	Call for Sites 2016	GWC Masterplan 2019 (Rev 1)	Key Existing Office Location. No net loss of existing office floor space. 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. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Statutory Listed Building: St John's Catholic Church, Grade II Area of Special Character The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor Central	520	C.h	0	47
22	1022 Great West Road	1022 Great West Road	Jordan	Brentford Ward	TWB 90C	0.4	3	Car Garage (G2)	Private	GWC Masterplan 2019	GWC Masterplan 2019 (Rev 1)	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. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Area of Special Character The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor Central	519	C.i	0	40
23	Texaco Filling Station, Great West Road, Brentford	Texaco Filling Station, Great West Road	Jordan	Brentford Ward	TWB 9AD	0.2	3	Service Station (See General)	Private	GWC Masterplan 2019	GWC Masterplan 2019 (Rev 1)	Transport: The Site is adjacent to the Great West Road (A1) a major distributor road and the B116 Road. Development should not adversely impact the transport network and local building. The site is within the setting of the Grade II listed Spyn Lane building. Development must conserve and take opportunities to enhance the building and its setting to ensure appropriate significance. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	Heritage assets include, but are not limited to: Listed Heritage Site: Royal Boston, Garden, Key Conservation Area: St Paul's Brentford The proposed development could have an impact on the heritage asset listed above. Potential impacts include, but are not limited to: Impacts to the setting of the heritage assets Impacts to the significance of the heritage assets	GWC	Great West Corridor Central	514	C.j	0	54
25	Land at Layton Road	Car Park, Layton Road	Jordan	Brentford Ward	TWB 002	0.41	3	Car Park and vacant land	Public/Private	Call for Sites 2016	GWC Masterplan 2019 (Rev 1)	SIN: Site is adjacent to a SIN, development should consider how it can protect from adverse impacts on this area. Land Quality: Development will be subject to compliance with Policy CM02, and Policy E8 of the Local Plan in order that any contamination and any historic landfill is properly considered and addressed as part of any development.	No heritage assets impacted by current uses indicated in the plan	GWC	Great West Corridor Central	516	C.k	110	0



35	862 Chiswick	862	2 Larch Drive Chiswick	Turnham Green Ward	W4 5SL	1.8	34	Large format Retail Warehousing (A1) with ancillary car parking	Private	SNC Masterplan 2019	SNC Masterplan 2019 (Rev 1)	Transport: This site is adjacent to the Great West Road (A4) a major distributor road and the Bus Route. Development should not adversely impact the transport network. Heritage assets include, but are not limited to: Victorian Listed Building, Cornerary Large Mansion, Grade II*, Cornerary Small Mansion, Grade II, New Garden Cottage, Grade II, Conservation Area, Cornerary Park, Strand on the Green, Wobley Road, Low Green, Thorny Hedge, Highland Park and Garden, Cornerary Park, Grade II*.	GWC	Great West Corridor East	300	E, V, W, G1	270	24
36	110 Power Road	110	Power Road	Turnham Green Ward	W4 5PT	0.4	3	Car Parking	Private	Call for Sites 2016	SNC Masterplan 2019 (Rev 1)	Locally Significant Industrial Site (SIS): No net loss of existing industrial floorspace consideration of impact of development on existing occupiers oblying agent of change apply. Conservation Area: The site is adjacent to the Thorny Hedge Conservation Area. The proposed development should result in a net gain of industrial floorspace for the significance of a designated heritage asset (See Local Plan Policy C2, Part 4(a)) and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	GWC	Great West Corridor East	308	E1	0	109
37	Cornerary Station Car Park	Cornerary Station & Car Park	Chiswick	Turnham Green Ward	W4 4AN	1.1	45	Railway Station with ancillary car parking	Private	SNC Masterplan 2019	SNC Masterplan 2019 (Rev 1)	Archaeological Priority Area: The site is part of an Archaeological Priority Area. Development should consider the impact on the designated heritage asset. Site of Importance for Nature Conservation (SINC): 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 C2). Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	GWC	Great West Corridor East	517	E, m	40	113
43	Healthrow International Trading Estate	Healthrow International Trading Estate	Green Lane	Oxford Ward	TW4 6HB	5.4	10	Mixed use light industrial (B1, B2, B3) office (B1) and industrial units, green space around site edge	Private	Call for Sites 2016	SAC 19	Locally Significant Industrial Site (SIS): No net loss of existing industrial floorspace consideration of impact of development on existing occupiers oblying agent of change apply. Part of site within Flood Zone 2 and Flood Zone 3. Area of Special Advertisement Control: advertisements are subject to special conditions within this area (See Local Plan Policy C2). Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	WOB		311		0	6
44	Central Park Trading Estate	Central Park Trading Estates	Staines Road	Oxford Ward	TW4 5D1	4.1	276	Green space and car park	Private	Call for Sites 2016	SAC 19	Locally Significant Industrial Site (SIS): No net loss of existing industrial floorspace consideration of impact of development on existing occupiers oblying agent of change apply. Site of Importance for Nature Conservation (SINC): Site is adjacent to a SINC. Development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (See Local Plan Policy C2). Flood Protection Order (FPO): Part of site within the FPO. Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	WOB		339		0	82
45	Land at Green Lane	Land at Green Lane	Horslow	Oxford Ward	TW4 5D1	3.1	276	Albion	Public	Call for Sites 2016	SAC 19	Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	WOB		347		0	145
46	Box Smith Recycling, Green Lane	St Albans Farm	Dubois Road	Oxford Ward	TW4 5DH	2.5	276	Recycling centre (B2)	Private	Local Plan Reg 18 Consultation	SAC 19	Locally Significant Industrial Site (SIS): No net loss of existing industrial floorspace consideration of impact of development on existing occupiers oblying agent of change apply. Site of Importance for Nature Conservation (SINC): Site is adjacent to a SINC. Development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (See Local Plan Policy C2). Flood Zone: Part of site within Flood Zone 2. Area of Special Advertisement Control: advertisements are subject to special conditions within this area (See Local Plan Policy C2). Archaeological Priority Area (APA): development proposal must submit an Archaeological Evaluation Report, as part of proposals (See Local Plan Policy C4). Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	WOB		36		0	214
48	Vacant Land at Dick Turpin Way	Land (r)	Box House, Dick Turpin Way	Fulham North Ward	TW14 0PS	3.79	43	Coverfield (Quonry / Agricultural), on ground (See Contours)	Private	Call for Sites 2016	SAC 19	Locally Significant Industrial Site (SIS): No net loss of existing industrial floorspace consideration of impact of development on existing occupiers oblying agent of change apply. Site of Importance for Nature Conservation (SINC): Site is adjacent to a SINC. Development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (See Local Plan Policy C2). Area of Special Advertisement Control: advertisements are subject to special conditions within this area (See Local Plan Policy C2). BAA Public Safety Zone (PSZ): Part of site within the PSZ. No increase in the number of people living, working or congregating in the area, and reductions where opportunities arise. Tree Protection Order (TPO): Several Trees on this site are subject to TPOs. Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	WOB		333		0	168
49	Site of Faggs Road	145	London	Fulham North Ward	TW14 0L2	1.79	162	Warehousing and Logistics (B8), regulated open space	Private	Call for Sites 2016	SAC 19	Locally Significant Industrial Site (SIS): No net loss of existing industrial floorspace consideration of impact of development on existing occupiers oblying agent of change apply. Site of Importance for Nature Conservation (SINC): Site is adjacent to a SINC. Development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (See Local Plan Policy C2). Area of Special Advertisement Control: advertisements are subject to special conditions within this area (See Local Plan Policy C2). Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development. BAA Public Safety Zone (PSZ): Part of site within the PSZ. No increase in the number of people living, working or congregating in the area, and reductions where opportunities arise.	WOB		334		0	84
50	Tecco Duques Green Avenue	Tecco	Stains Green Avenue	Fulham North Ward	TW14 0LH	2.8	192	Retail Superstore (A1) and associated parking	Private	Call for Sites 2016	SAC 19	Site of Importance for Nature Conservation (SINC): Site is adjacent to a SINC. Development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (See Local Plan Policy C2). Area of Special Advertisement Control: advertisements are subject to special conditions within this area (See Local Plan Policy C2). Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development. Note: Site within the 1:500 Flood Zone (see contour of Healthrow Report). Family based housing is not appropriate within this contour.	WOB		323		210	13
51	Network House Fulham	Network House	Horslow Road	Fulham North Ward	TW14 0DE	1.5	34	Railway Signal and Maintenance Depot	Private	Fulham Masterplan (2017)	FulhamMP	Team Centre: Site is adjacent to Fulham 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 T2). Site of Importance for Nature Conservation (SINC): Site is partially within a SINC. Development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (See Local Plan Policy C2). Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	WOB	Fulham	366	8	200	9
52	Ltd Fulham	Ltd, New Road	Fulham	Fulham North Ward	TW14 8HG	0.7	4	Retail Superstore (A1), parking	Private	Fulham Masterplan (2017)	FulhamMP	Team Centre: Fulham 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 T2). No net loss of existing office floorspace. Site of Importance for Nature Conservation (SINC): Site is adjacent to a SINC. Development must ensure any significant adverse impact on biodiversity is avoided, mitigated, or as a last resort, compensated for (See Local Plan Policy C2). Land Quality: Development will be subject to compliance with Policy W00B, and Policy E8 of the Local Plan in order that any contamination and any historic land is properly considered and addressed as part of any development.	WOB	Fulham	317	4	220	13



80	14 Staines Road	14 Staines Road	Household	Household Heath Ward	TW3 3Z	0.5	6A	Wood (A1)	Private	Household Local Plan (2015)	SAC 19		WOB	10	120	13
81	10-12 Staines Road	10-12 Staines Road	Household	Household Heath Ward	TW3 3F	0.5	6A	Open (D2)	Private	Household Local Plan (2015)	SAC 19		WOB	9	50	0
82	206-210 Harroworth Road	206-210		Harroworth Road	TW3 3JU	0.4	6A	Hotel and Events Space (C2, D2, use)	Private	SAC 2019	SAC 19		WOB	417	80	0
83	Wood Lane Clarence Terrace	Land (v)	High Road	Household Heath Ward	TW3 30X	0.3	6A	Car Park (Use General), Car Garage (Use General), Hot Top (Automotive (A1) use)	Public	SAC 2019	SAC 19		WOB	372	30	15
84	Household Cavalry Barracks	Cavalry Barracks	Business Lane	Household Wood Ward	TW4 4HD	14.8	1a/7b/2/3	Military Barracks (Use General), and/or (D2, B1, use)	Public	Call for Sites 2016	Household Cavalry Barracks Planning Brief		WOB	16	1000	50
85	Baldern Yard, 379-389 Staines Road	379-389 Staines Road	Household	Household Wood Ward	TW4 54E	0.4	2/3	Baldern Yard (Use General)	Private	SAC 2019	SAC 19		WOB	15	20	-11
87	Euro House, Household	Euro House, 54 - 66	High Street	Household Central Ward	TW3 70W	0.2	6A	Office (B1) with ground floor commercial (A1)	Private	Call for Sites 2016	SAC 19			338	150	-13
88	Land at Bridge Road Depot	Land at Bridge Road Depot	High Road	Household Central Ward	TW3 15Q	1.2	0/2/5/6A	Car Servicing (B2), Light Industrial (B1)	Public	Call for Sites 2016	SAC 19			315	10	-17
89	Land at James Street	Land at James Street	James Street	Household Central Ward	TW3 1AP	0.5	1a/1b	Allotment	Public	Call for Sites 2016	SAC 19			340	70	0
90	Freewood Business Park	Freewood Business Centre	Whiston Road	Household Central Ward	TW3 2JB	0.8	2/5	Industrial Estate (B1), B8, Use General)	Private	SAC 2019	SAC 19			390	30	12
91	Household Bus Garage	Land at Household Bus Garage and Interchange	High Street, Household	Household Central Ward	TW3 3PA	1.1	5A/6A	Bus Garage and Servicing (B2)	Private	SAC 2019	SAC 19			5 + 125	830	43
92	Uptage	Uptage	Spring Grove Road	Household Central Ward	TW3 4EE	0.6	2/3	Light Industrial (B1) and bus servicing (Use General)	Private	SAC 2019	SAC 19			13	50	26
93	Land at Kingsley Road	Household Youth Centre	Highway Road	Household Central Ward	TW3 1QA	0.4	6A	Non-residential (Use General) (Use General), Car Park	Public	SAC 2019	SAC 19			8	30	0
95	Heico Magpie Lane	Heico	Magpie Lane	Isleworth Ward	TW7 7JF	2.7	1b	Local Supervisor (A1) and associated parking	Private	SAC 2019	SAC 19			401	340	22
96	Erpage House	Erpage House	Church Street	Isleworth Ward	TW7 6DA	0.3	1a/2	Office (B1A)	Private	SAC 2019	SAC 19			12	20	30
97	10 Rugby Road	10 Rugby Road	Rugby Road	Isleworth Ward	TW1 1DG	1	1b	Storage/Warehouse (B8)	Private	SAC 2019	SAC 19			7	60	-58
98	Chisley Station Car Park	Chisley Station	Great Wood Road	Chisley and Spring Green Ward	TW7 4PU	0.4	2/3	Car Park	Public	Call for Sites 2016	Reg 18 Response			318	30	0
99	Eltham Coachworks	Moon Court	Jordan Road, Isleworth	Chisley and Spring Green Ward	TW7 4EW	0.4	3A	Vehicle depot (Use General)	Private	SAC 2019	SAC 19			411	10	10

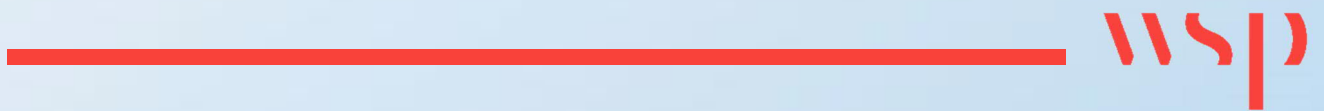
100	Osborne Park Hotel	Osborne park hotel, 74	Crut West Road	Osborne and Spring Grove Ward	TW7 5NA	0.4	1x2	Hotel (C2)	Private	SAC 2019	SAC 19							457	80	0	
101	Brentford Group Practice	Brentford Group Practice	Weston Manor Road	Spyn Ward	TW8 8DS	0.5	3/4	GP Surgery (D1) with ancillary car parking	Public	Call for Sites 2016	SAC 19							373	60	0	
102	History Business Centre	History Business Centre	Herring Way	Spyn Ward	TW7 6LJ	2.1	10	Warehousing/BM General Industrial (B2) and Light Industrial (B1a/C)	Private	SAC 2019	SAC 19							413	0	-14	
103	West Middlesex Hospital	West Middlesex Hospital	Westcumb Road	Spyn Ward	TW7 6AF	3.6	10x10	Hospital (D1)	Public	SAC 2019	SAC 19							179	250	220	
105	Chiswick Telephone Exchange	Telephone Exchange	Belby Moss Passage	Turnham Green Ward	W4 4H	0.2	5	Tele-Comms (Telephone Exchange)	Private	Call for Sites 2016	SAC 19							316	40	250	
106	Royal Mail Chiswick Delivery Office	Post Office and Royal Mail Chiswick Delivery Office, 1	Horsfield Terrace	Turnham Green Ward	W4 4G	0.2	5	Post Office (A2) and Postal Sorting Office (G6/G6a)	Private	Call for Sites 2016	SAC 19							346	30	215	
107	Sainsbury's Chiswick	Sainsbury's, 31	Stone Place	Turnham Green Ward	W4 5UT	1.8	4/5	Retail Superstore (A1) and associated parking	Private	Call for Sites 2016	SAC 19							314	300	8	
110	Albany Row (D15 - 11)	Albany Row, High Street	Brentford		TW8 8BE	0.63		Act's Cinema and Office	Public		Local Plan 2015 Vol 2								190	243	
111	Brentford Police Station (D15 - 10) (check apply)	Brentford Police Station (D15 - 10)	Brentford		TW8 8BH	0.27		Police Station	Public		Local Plan 2015 Vol 2								180	0	
112	89 to 77 Boston Manor Road	89 to 77 Boston Manor Road	Brentford		TW8 8QJ	0.45		Office	Private		Local Plan 2015 Vol 2								20	128	
114	Royal Mail Delivery Office	Melrose Road	Bushwick		TW9 9BA	0.59		Sorting and Delivery Office	Private		Local Plan 2015 Vol 2								148	0	
115	Went and site, Hanworth Road, Hanworth Road TW9 3UA (check apply)	Hanworth Road	Bushwick		TW9 3UA	1.1		Residential	Private		Local Plan 2015 Vol 2								90	0	
116	Wantage Lane	Wantage Lane	Chiswick		W4 2BB	0.44		Office	Private		July 18 2022								90	192	
117	The Trade Centre**	44 High Street	Bushwick		TW9 1E5	2.38		Shipping Centre, Theatre and Community uses	Private		July 18 2022								750	844	
118	141	141 Stone Street	Brentford		TW8 8LQ	1.42		Office	Private		July 18 2022									100	100
119	Convent Way Estate	Convent Way	Southall		UB8 3AG	7.75		Residential with local retail and community use	Public		Historically identified site								310	11	
120	Land North of Church Road	Church Road	Uxbridge		TW8 9P7	1.63		Residential/employment	Public		Call for Sites								0	0	
121	Land South of Buckton Road	Southall Road	Southall		UB8 4EE	0.1		Residential/employment	Private		Call for Sites								0	0	
122	Decker's Farm**		Bushwick		TW9 9FB	42.69		Park/employment	Public		Local Plan 2015 Vol 2								0	0	
123	1-81 High Street	1-81 High Street	Bushwick		TW9 1BB	0.77		Commercial/retail	Private		Local Plan 2015 Vol 2								150	275	
																			1200	411	

\*\*Job centre 2004 open

\*\*Job allocation for minerals extraction and recreational parkland

# Appendix B

2041 LOCAL PLAN ALLOCATIONS IN  
HOUSEHOLDS AND JOBS





## 2041 Local Plan Allocations in Households and Jobs

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
1	Great West Corridor	Sky Campus Brentford	0	3,250	0	1,217
2	Great West Corridor	Tesco Osterley	1,030	21	1,030	-453
3	Great West Corridor	Gillette Factory	240	710	240	-725
4	Great West Corridor	Classic Cars, 125 Harlequin Avenue	0	100	0	76
5	Great West Corridor	West Cross Campus	1,800	850	1,800	-250
6	Great West Corridor	BSS Brentford	120	94	120	94
7	Great West Corridor	Profile West Brentford Car Park	30	17	30	17
8	Great West Corridor	Carpet Right, 971 Great West Road	0	126	0	126
9	Great West Corridor	Syon Lane Industrial Estate	0	130	0	25
10	Great West Corridor	931 Great West Road	0	62	0	62
11	Great West Corridor	Homebase Syon Lane	370	341	370	141
13	Great West Corridor	Harlequin Avenue Sub station	10	1	10	-10
14	Great West Corridor	Phillips & Wood, 2 Harlequin Avenue	0	26	0	20
16	Great West Corridor	Brentside Park	390	715	390	132
17	Great West Corridor	Great West Plaza	380	1,033	380	357

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
18	Great West Corridor	Great West House	70	485	70	485
19	Great West Corridor	Mille Building	0	1,816	0	668
21	Great West Corridor	Enterprise, Boston Park Road	0	47	0	47
22	Great West Corridor	1020 Great West Road	0	48	0	40
23	Great West Corridor	Texaco Filling Station, Great West Road, Brentford	0	54	0	54
25	Great West Corridor	Land at Layton Road	110	0	110	0
26	Great West Corridor	Phoenix Business Park	260	247	260	155
27	Great West Corridor	Kew Bridge Distribution Centre	750	307	750	180
28	Great West Corridor	27 Great West Road	500	1,218	500	661
29	Great West Corridor	EMC Tower	420	826	420	268
30	Great West Corridor	Vantage West	130	0	130	0
32	Great West Corridor	Brentford Fountains Leisure Centre			Appropriate land use types include Leisure (E(d)/F2(d)), Residential (C3) and some limited Retail (E(a-c)).	0
33	Great West Corridor	Esso Filling Station Chiswick Roundabout	30	390	30	351
34	Great West Corridor	Former NatWest Bank Site, Chiswick	120	358	120	358

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
35	Great West Corridor	B&Q Chiswick	270	153	270	-24
36	Great West Corridor	110 Power Road	0	146	0	109
37	Great West Corridor	Gunnersbury Station Car Park	60	113	60	113
43	West of Borough	Heathrow International Trading Estate	0	254	0	6
44	West of Borough	Central Park Trading Estate	0	82	0	82
45	West of Borough	Land at Green Lane	0	145	0	145
46	West of Borough	Ron Smith Recycling, Green Lane	0	119	0	-214
48	West of Borough	Vacant Land at Dick Turpin Way	0	168	0	168
49	West of Borough	Site at Faggs Road	0	84	0	84
50	West of Borough	Tesco Dukes Green Avenue	210	225	210	-13
51	West of Borough	Network House Feltham	200	0	200	-9
52	West of Borough	Lidl Feltham	220	96	220	13
55	West of Borough	Scout Hut Bedfont Lane	30	0	30	0
57	West of Borough	Airport Business Park	0	897	0	897
59	West of Borough	Tesco Feltham	170	253	170	86
61	West of Borough	Council Depot, Ashmead Road	50	0	50	-22
62	West of Borough	Manor Park, Feltham	80	22	80	-68
63	West of Borough	80-86 High Street Feltham	200	60	200	6

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
64	West of Borough	MOD Feltham	1,370	271	1,370	271
65	West of Borough	Leisure West	310	165	310	-359
67	West of Borough	UPS House	170	55	170	-69
69	West of Borough	Land at 2 High Street Feltham	90	24	90	-3
70	West of Borough	Royal Naval Association Club	20	0	20	0
72	West of Borough	St. Catherine's House and Car Park	20	5	-2	5
73	West of Borough	Land at Nene Gardens	40	0	40	0
74	West of Borough	Hounslow West Station	360	0	360	0
75	West of Borough	Land to the rear of HCC Sports and Social Club	10	0	10	0
76	West of Borough	Lampton House	90	0	90	-13
77	West of Borough	Land South of Western International Market	0	491	0	491
80	West of Borough	34 Staines Road	120	48	120	-93
81	West of Borough	80-82 Staines Road	50	0	50	0
82	West of Borough	206-210 Hanworth Road	80	0	80	0
83	West of Borough	Vacant Land Clarence Terrace	30	15	30	15
84	West of Borough	Hounslow Cavalry Barracks	1,000	50	1,000	50
85	West of Borough	Builders Yard, 379-389 Staines Road	20	8	20	-11

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
87	West of Borough	Euro House, Hounslow	150	16	150	-13
88	West of Borough	Land at Bridge Road Depot	10	0	10	-17
89	West of Borough	Land at James Street	70	0	70	0
90		Inwood Business Park	30	60	30	32
91		Hounslow Bus Garage	830	0	830	-43
92		Upstage	50	26	50	26
93		Land at Kingsley Road	30	0	30	0
95		Tesco Mogden Lane	340	421	340	22
96		Europa House	20	155	20	30
97		30 Rugby Road	60	80	60	-58
98		Osterley Station Car Park	50	0	50	0
99		Feltham Coachworks	10	10	10	10
100		Osterley Park Hotel	80	0	80	0
101		Brentford Group Practice	60	0	60	0
102		Victory Business Centre	0	98	0	-16
103		West Middlesex Hospital	250	220	250	220
105		Chiswick Telephone Exchange	40	250	40	250
106		Royal Mail, Chiswick Delivery Office	30	215	30	215

Ref No.	Area	Site Name	Gross HHs	Gross Jobs	Net HHs	Net Jobs
107		Sainsbury's Chiswick	300	209	300	-8
110		Albany Riverside (2015 - 11)	190	0	190	-243
111		Brentford Police Station (2015 - 15) (check apps)	100	0	100	0
113		69 to 77 Boston Manor Road	20	0	20	-128
114		Royal Mail Delivery Office	140	0	140	0
115		Vacant site, Hanworth Road, Hanworth Road, TW3 3UA (check apps)	90	0	90	0
116		1 Burlington Lane	90	131	90	-169
117		The Treaty Centre*	750	468	750	-846
118		GSK			Flexible mixed-use allocation for employment use with enabling residential development	0
119		Convent Way Estate	750	15	310	-11
120		Land North of Church Road	0	0	0	0
121		Land South of Bedfont Road	0	0	0	0
122		Rectory Farm**	0	0	0	0
123		1-83 High Street	120	61	120	-275

**Note:**

\*job centre 2604 sqm

\*\*site allocation for minerals extraction and restored parkland

**Excluded**

# Appendix C

TEMPRO VERSION 8.1 - PLANNING  
DATA FOR HOUNSLOW





## TEMPro 8 Planning Data for the London Borough of Hounslow

Year	Area Description	Name	TEMPro 8 HHs	TEMPro 8 Jobs
2031	Authority	Hounslow	108,660	162,385
2041	Authority	Hounslow	113,070	164,621
2031	E02000526	Hounslow 001	4,054	6,411
2041	E02000526	Hounslow 001	4,219	6,499
2031	E02000528	Hounslow 003	5,478	7,959
2041	E02000528	Hounslow 003	5,701	8,069
2031	E02000529	Hounslow 004	3,173	1,825
2041	E02000529	Hounslow 004	3,301	1,850
2031	E02000530	Hounslow 005	2,647	8,087
2041	E02000530	Hounslow 005	2,754	8,198
2031	E02000531	Hounslow 006	4,903	11,066
2041	E02000531	Hounslow 006	5,103	11,219
2031	E02000532	Hounslow 007	4,592	3,896
2041	E02000532	Hounslow 007	4,779	3,950
2031	E02000533	Hounslow 008	4,403	2,284
2041	E02000533	Hounslow 008	4,583	2,315
2031	E02000534	Hounslow 009	3,336	12,495
2041	E02000534	Hounslow 009	3,471	12,667
2031	E02000535	Hounslow 010	3,256	1,553
2041	E02000535	Hounslow 010	3,388	1,574
2031	E02000536	Hounslow 011	3,341	4,678
2041	E02000536	Hounslow 011	3,476	4,742
2031	E02000537	Hounslow 012	3,245	2,033
2041	E02000537	Hounslow 012	3,376	2,061
2031	E02000538	Hounslow 013	3,023	6,854
2041	E02000538	Hounslow 013	3,145	6,948



Year	Area Description	Name	TEMPro 8 HHs	TEMPro 8 Jobs
2031	E02000539	Hounslow 014	4,926	7,331
2041	E02000539	Hounslow 014	5,126	7,432
2031	E02000540	Hounslow 015	4,084	5,031
2041	E02000540	Hounslow 015	4,250	5,101
2031	E02000541	Hounslow 016	3,252	2,684
2041	E02000541	Hounslow 016	3,384	2,721
2031	E02000542	Hounslow 017	3,621	4,635
2041	E02000542	Hounslow 017	3,768	4,699
2031	E02000543	Hounslow 018	4,767	8,794
2041	E02000543	Hounslow 018	4,960	8,915
2031	E02000544	Hounslow 019	3,191	1,719
2041	E02000544	Hounslow 019	3,321	1,743
2031	E02000545	Hounslow 020	3,780	3,639
2041	E02000545	Hounslow 020	3,934	3,689
2031	E02000546	Hounslow 021	3,446	3,866
2041	E02000546	Hounslow 021	3,585	3,919
2031	E02000547	Hounslow 022	4,060	9,350
2041	E02000547	Hounslow 022	4,225	9,478
2031	E02000548	Hounslow 023	4,054	7,876
2041	E02000548	Hounslow 023	4,218	7,985
2031	E02000549	Hounslow 024	4,502	4,141
2041	E02000549	Hounslow 024	4,685	4,198
2031	E02000550	Hounslow 025	4,391	3,052
2041	E02000550	Hounslow 025	4,569	3,094
2031	E02000551	Hounslow 026	3,774	5,652
2041	E02000551	Hounslow 026	3,927	5,730
2031	E02000552	Hounslow 027	3,739	6,193



Year	Area Description	Name	TEMPro 8 HHs	TEMPro 8 Jobs
2041	E02000552	Hounslow 027	3,890	6,278
2031	E02000553	Hounslow 028	2,983	1,240
2041	E02000553	Hounslow 028	3,104	1,257
2031	E02006792	Hounslow 029	4,639	18,041
2041	E02006792	Hounslow 029	4,828	18,290



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