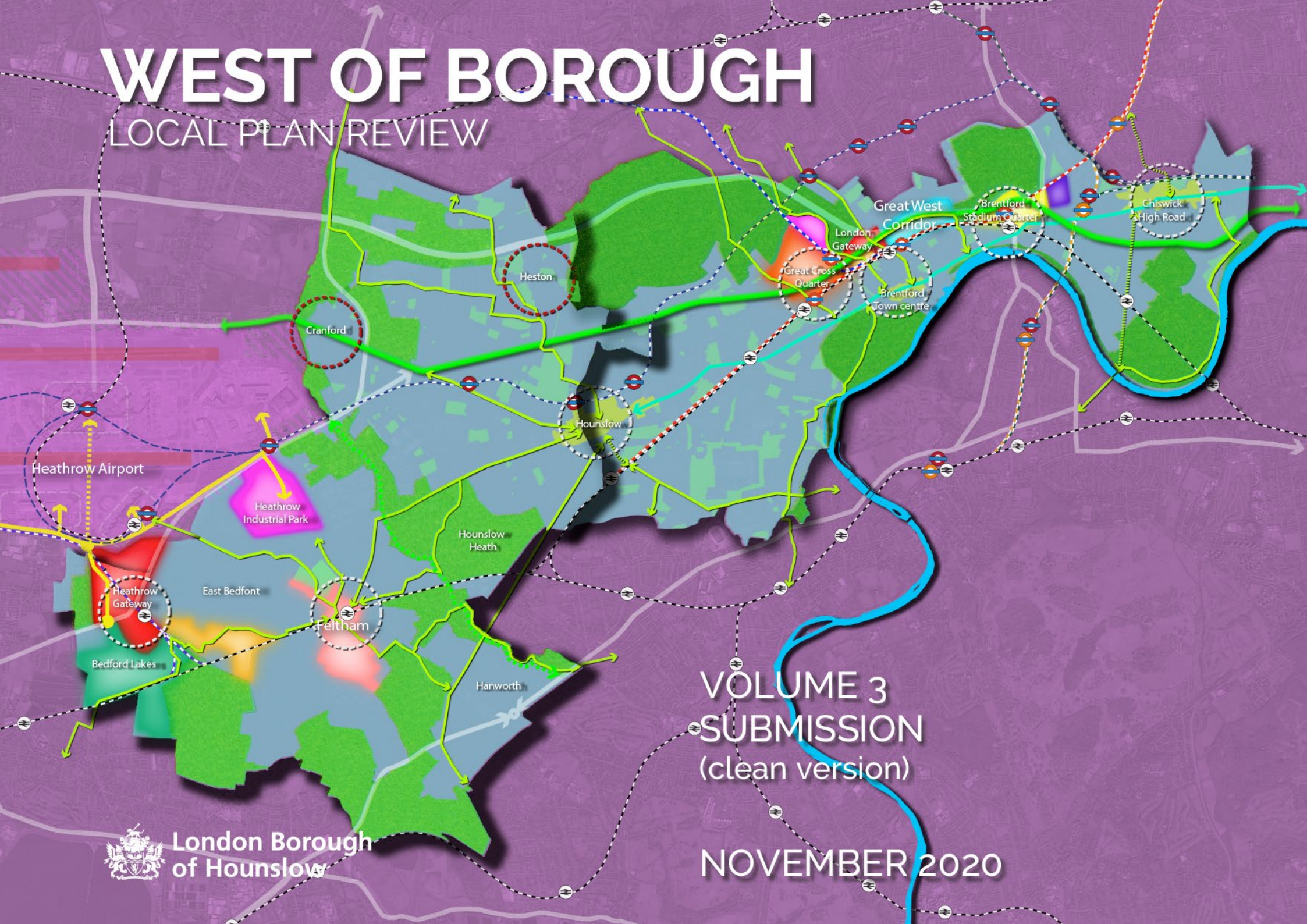


WEST OF BOROUGH

LOCAL PLAN REVIEW



VOLUME 3
SUBMISSION
(clean version)

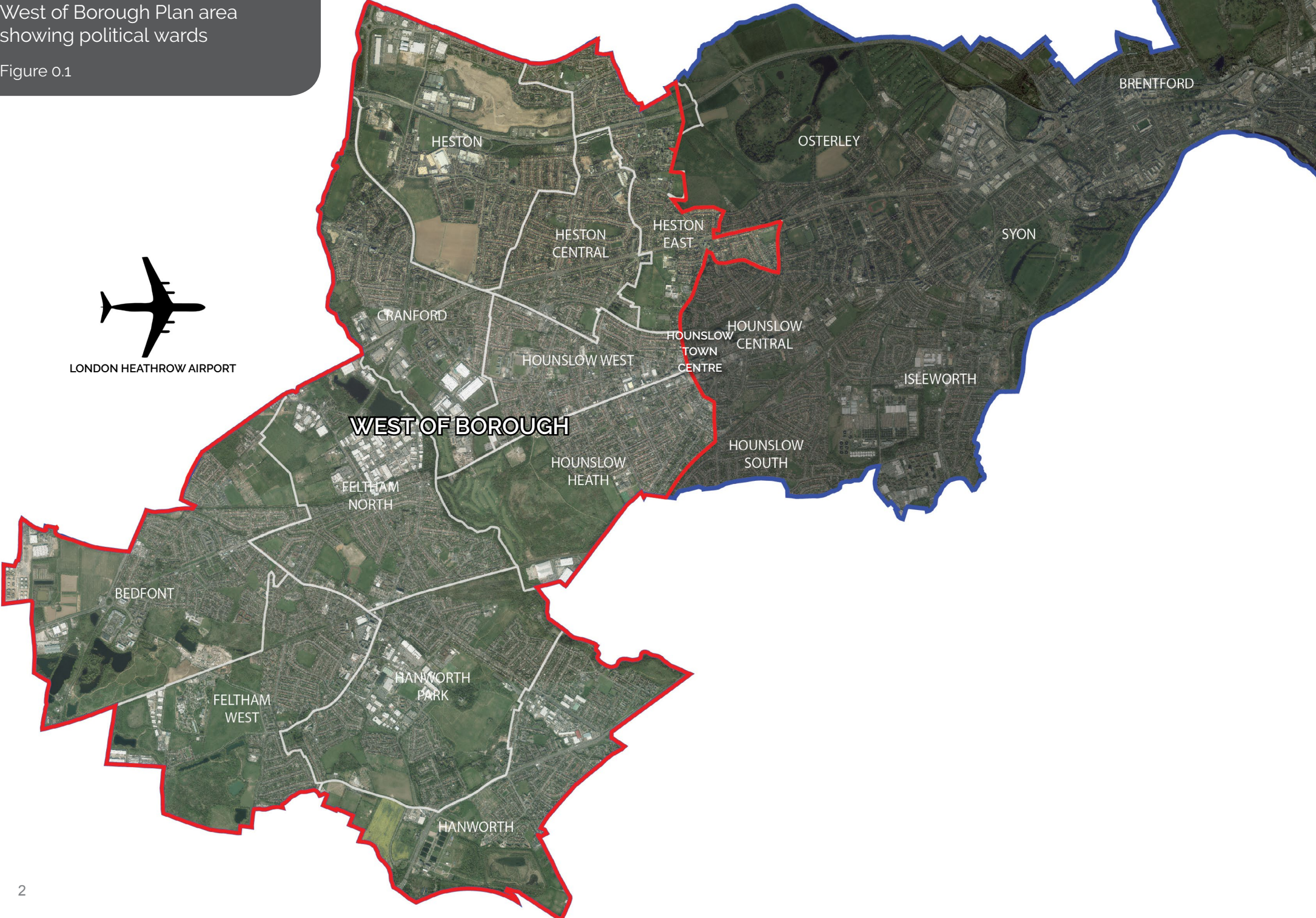
NOVEMBER 2020



London Borough
of Hounslow

West of Borough Plan area showing political wards

Figure 0.1



WEST OF BOROUGH

LOCAL PLAN REVIEW

SUBMISSION

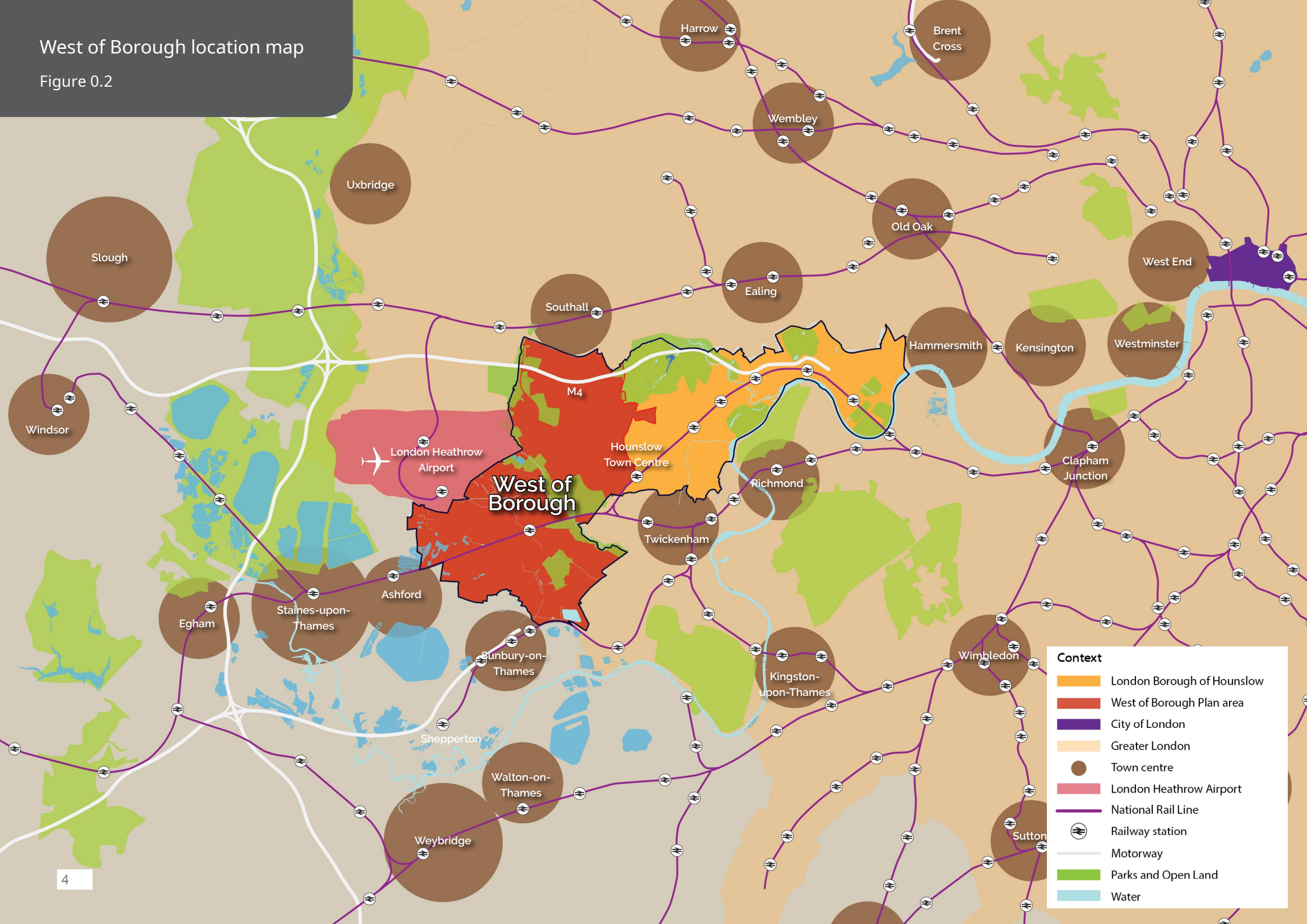
SEPTEMBER 2020

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West of Borough location map

Figure 0.2



FOREWORD

The Council adopted its Local Plan in September 2015 and committed to conduct two area reviews to look in detail at local improvements, investment and development opportunities to provide much needed housing and jobs in the Great West Corridor (Golden Mile) and West of Borough.

In keeping with that commitment, it is with great pleasure that I am able to present the Draft Submission version of the West of Borough Plan (WoBP). This is being presented for consultation in parallel with a Draft Submission version of the Great West Corridor Plan and Site Allocations. The WoBP will shape the location and scale of development in this part of the Borough up to 2035.

Great care and attention have been taken to address numerous challenges facing this part of Hounslow, and to provide opportunities for more housing and affordable housing to meet the needs of the Borough, more high-quality jobs, an improved environment and better infrastructure. The Government's support for a third runway at Heathrow Airport brings with it concern over environmental impacts, but also brings with it significant regeneration opportunities for the Borough, particularly in relation to business, jobs and transport infrastructure.

The WoBP identifies opportunities for maximising the employment benefits of Heathrow Airport whether a third runway is delivered or not; in particular, defining and elaborating on Hounslow's part of the London Plan Heathrow Opportunity Area designation. It contains exciting regeneration and development opportunities in 'new' urban quarters in Bedfont – Heathrow Garden City, Bedfont Lakes Neighbourhood and Airport Business Park, and in existing centres such as Feltham Town Centre, designated by the Mayor of London as a Housing Zone in 2016, with associated investment in infrastructure. It contains a suite of policies and improvements for Cranford and Heston, areas of the Borough perhaps neglected in the past. It also proposes an extensive range of environmental improvements to ensure the future high-quality sustainable development of the western area of our Borough.

The WoBP is highly aspirational and positive, seeking to drive forward real change for the area and the Borough. Of course, in order to meet that objective, there are challenges and difficult decisions and debates, particularly through promoting development. The release of some green belt land in particular will be a contentious issue. However, I believe that if the Council is to achieve its regeneration ambitions for wider benefit of

the Borough's residents and businesses, these difficult decisions need to be made.

The two area reviews have been shaped by ongoing consultation and engagement involving local people, businesses, community groups and external partners, and a ward councillor 'Members Working Group' has helped to steer and shape the content of the Plan.

I welcome your comments on this important document that will be used to shape the regeneration of this Opportunity area over the next 15 years.



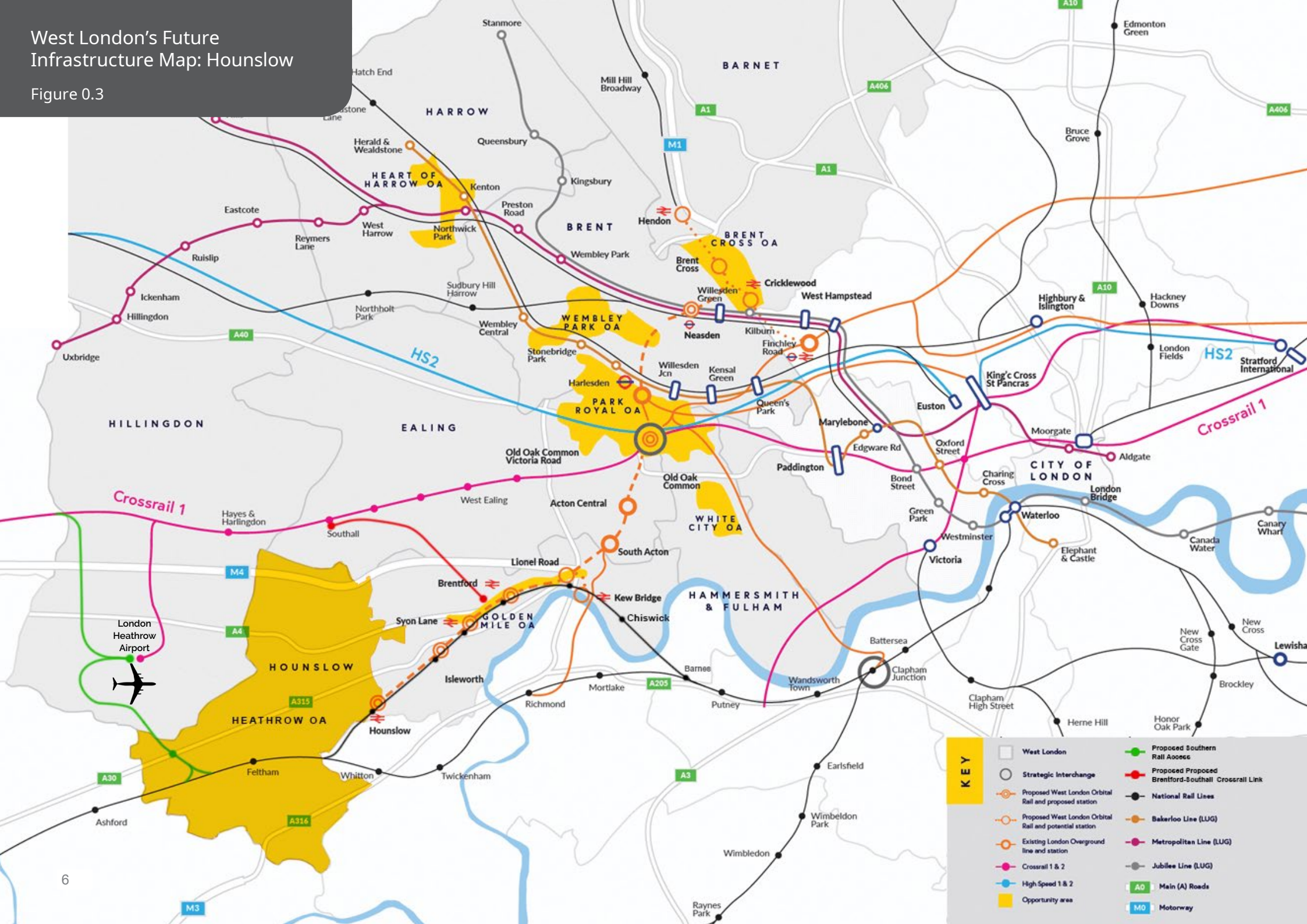
Steve Curran



Leader of the Council
Councillor Steve Curran

West London's Future Infrastructure Map: Hounslow

Figure 0.3







01 INTRODUCTION



INTRODUCTION

WEST OF BOROUGH PLAN

1.0 Hounslow's Local Plan was adopted by the Council in September 2015 following successful examination in public. The Local Plan contains a number of strategic policies to guide and manage development within the Borough. It commits the Council to conduct two partial area reviews to look in detail at local improvements, investment and development opportunities to provide much needed housing and jobs in the Great West Corridor (Golden Mile) and West of Borough. These were specific recommendations of the Planning Inspector who examined the Plan in 2015.

1.1 As such, the document presented here is the Draft Consultation for the West of Borough Local Plan review (West of Borough Plan (WoBP)), under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This is being presented for consultation for an eight-week period in parallel with a Draft Consultation Great West Corridor Local Plan Review.

1.2 The Local Plan review for the West of Borough sets out the Council's vision and plan for how that area will grow and develop over the next 15 years. The Plan sets out a range of planning policies which will enable the successful delivery of thriving places that will support housing delivery, job creation and the provision of new infrastructure to serve the local community and new development.

1.3 Heathrow's existing two runways are operating at capacity. The Government announced policy support for the Heathrow Northwest Runway Scheme in 2016, and subsequently produced a draft Airports National Policy Statement (ANPS). Following a successful parliamentary vote, the ANPS was designated in 2018.

1.4 The ANPS sets out the general policies and requirements against which any application brought forward to deliver a northwest runway scheme at Heathrow will be decided. Heathrow expects to submit their application for a Development Consent Order (DCO) in 2020. If granted, the DCO would contain the required permissions for building and operating an expanded Heathrow (the Project).

1.5 The Council is working with neighbouring authorities and Heathrow Airport Limited (including through the Heathrow Strategic Planning Group) to better understand the implications of all future options, and the West of Borough review will be an important opportunity to influence and respond.

1.6 The WoBP identifies opportunities for maximising the benefits and compensating for and mitigating harmful impacts of Heathrow airport, and defining and elaborating on Hounslow's part of the draft new London Plan Heathrow Opportunity Area designation. It contains new rail and station proposals, with regeneration and

development opportunities in 'new' urban quarters in Bedfont – Heathrow Gateway, Bedfont Lakes Neighbourhood and Airport Business Park, and in existing centres, such as Feltham Town Centre designated by the Mayor of London as a Housing Zone in 2016, with associated investment in infrastructure. It contains a suite of policies and improvements for Cranford and Heston, areas of the Borough. It proposes an extensive range of environmental improvements to ensure the future high-quality sustainable development of the western area of our Borough.

1.7 ADOPTED 2015 LOCAL PLAN COMMITMENTS

1.8 Policy SV2 of the adopted Local Plan provides the commitment to the partial review of the West of Borough. It states that progressing a partial Local Plan review will:

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

INTRODUCTION

Employment Land Review;

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

PREPARING THE WEST OF BOROUGH PLAN (WOBP)

1.9 In addition to seeking to deliver the commitments and objectives of the adopted Local Plan, this WoBP review has been developed:

- in accordance with the Town and Planning Regulations (Local Planning) (England) 2012
- in accordance with the policies and guidance contained with the National Planning Policy Framework and associated guidance
- in general conformity with the London Plan 2015 and the emerging policies of the draft new London Plan.
- through active, meaningful and regular co-operation with key 'Duty to Co-operate' organisations and other key stakeholders.
- to be consistent with the Council's Corporate Plan
- in accordance with the Council's Statement of Community Involvement (SCI)

NATIONAL PLANNING POLICY FRAMEWORK

1.10 This is the Government's statement for national planning policy, to be found sound at the Examination-in-Public, a local

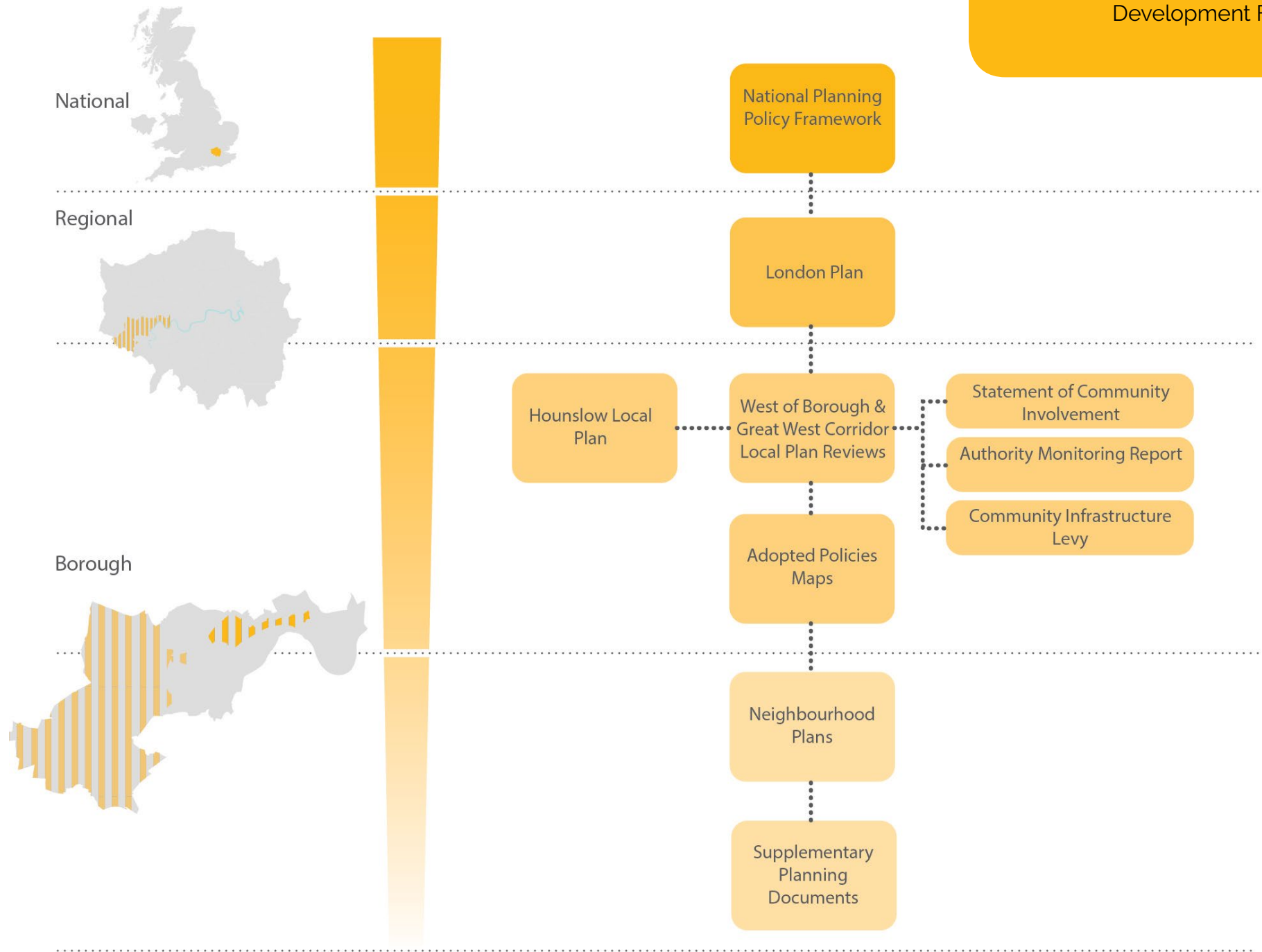
plan must comply with Paragraph 16 of the NPPF, which states a local plan must be a) be prepared with the objective of contributing to the achievement of sustainable development; b) be prepared positively, in a way that is aspirational but deliverable; c) be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees; d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals; e) be accessible through the use of digital tools to assist public involvement and policy presentation; and f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

LONDON PLAN

1.11 This is the Mayor of London's statement on London planning policy. Its policies are considerations when deciding planning applications submitted to the London Borough of Hounslow. A local plan must be in 'general conformity' with the London Plan, according to Section 24 of the Planning and Compulsory Purchase Act 2004.

NEIGHBOURHOOD PLANNING

1.12 Neighbourhood Planning was introduced as part of the Localism Act 2011. Neighbourhood plans are development and



INTRODUCTION

land use documents led by members of the community. Neighbourhood plans must be developed in general conformity with the strategic policies in the relevant local, regional and national planning policy documents and guidance.

PUBLIC CONSULTATION

1.13 Community involvement has been integral to the development of the draft Plan, further details on consultation to date and how the representations have informed the Plan are set out in the Local Plan Review Consultation Statement.

1.14 Councils are legally required to consult certain bodies and other bodies and persons they consider relevant and to take their representations into account.

COUNCIL PRIORITIES

1.15 The WoB Plan supports the ambitions of the Future Borough Strategy to deliver the Vision for Hounslow 2035: 'The borough of Hounslow will be a destination where people choose to live, remain, work, play and visit. It will remain a borough made up of distinct and prosperous places, each retaining its own unique character, function and history. Our communities and the individuals within will be safe, healthy, happy, connected and able to achieve their ambitions by being in the borough'.

1.16 The Plan will also deliver the outcomes

of Hounslow Corporate Plan 2019- 2024 which are:

Outcome: People are safe

This means: The borough is a safe place with low levels of crimes; residents feel safe and secure.

Outcome: Children reach their potential

This means: Children thrive in the borough - academically, emotionally and physically.

Outcome: Businesses flourish, and local people enjoy good-quality local jobs

This means: Hounslow is an attractive place to work and to do business - it is home to successful businesses and high-value jobs that not only bring people into the borough but also provide rewarding work to local residents.

Outcome: People live in good homes and pleasant neighbourhoods

This means: Residents enjoy a good quality of life, living in homes that work for them and in communities that support and nurture people.

Outcome: People feel proud to live and work

This means: Residents and visitors see a clean, attractive borough - Hounslow is a destination people want to visit, an appealing place to spend time in, and a borough people are happy to call home.

Outcome: Residents are healthy, active and socially connected

This means: Citizens enjoy good health, have a sense of belonging, and play a role in their local community.

DUTY TO COOPERATE

1.17 The Duty to Cooperate is a legal requirement on the council to engage with neighbouring authorities and certain major public bodies and infrastructure regulators to ensure strategic cross-boundary and regional needs are catered for, where appropriate and possible.

INTEGRATED IMPACT ASSESSMENT

1.18 This includes Sustainability Appraisal (SA), Health Impact Assessment, Equalities Impact Assessment and Habitats Regulations. These are European directives which have been transposed into English legislation. Integrated Impact Assessment is a check that a Local Plan will achieve economic, social and environmental benefits and that any harm caused is mitigated by other factors.

1.19 The Habitats Regulations considers the protection of European nature conservation sites.

SUPPORTING EVIDENCE BASE DOCUMENTS

1.20 The draft policies in the Local Plan review needs to reflect up-to-date and relevant evidence about the social, economic and environmental characteristics and prospects of the area. The Council has collected a wide range of information and studies to support and inform this draft Plan, including studies on housing need, employment land, transport infrastructure and open space, as well as monitoring information.

INTRODUCTION

WEST OF BOROUGH PLAN AS PART OF HOUNSLOW DEVELOPMENT PLAN DOCUMENTS (DPDS)

1.21 The WoBP is a new area-focussed element of Hounslow Development Plan Documents (DPDs) and therefore should be read in conjunction with the adopted Local Plan and London Plan:

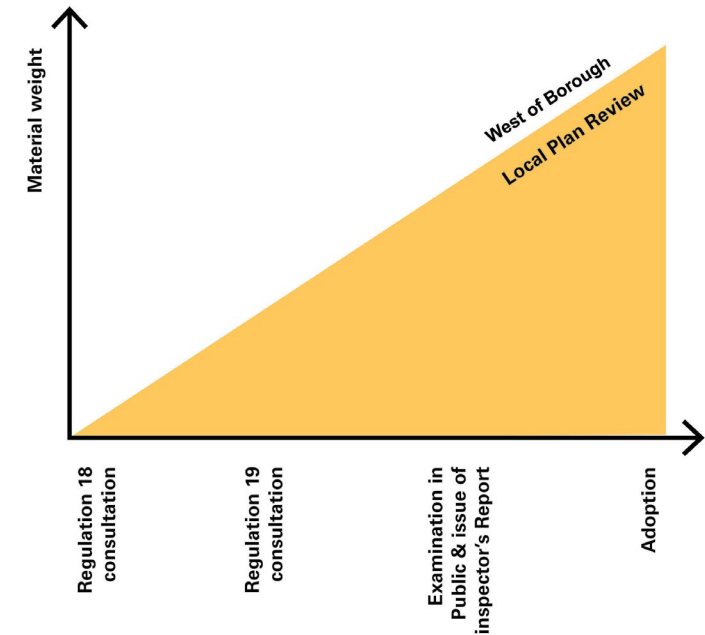
- Volume 1 contains Local Plan strategic planning policies for the Borough.
- Volume 2 contains the borough site allocations, this has been amended to remove sites that have been developed and completed and new sites included to meet our emerging housing and employment growth targets for the borough
- Volume 3 contains the Local Plan review for the West of Borough, this contains spatial policies (strategic and places policies) for this Opportunity Area
- Volume 4 contains the Local Plan review for the Great West Corridor this contains spatial policies (strategic and places policies) for this Opportunity Area

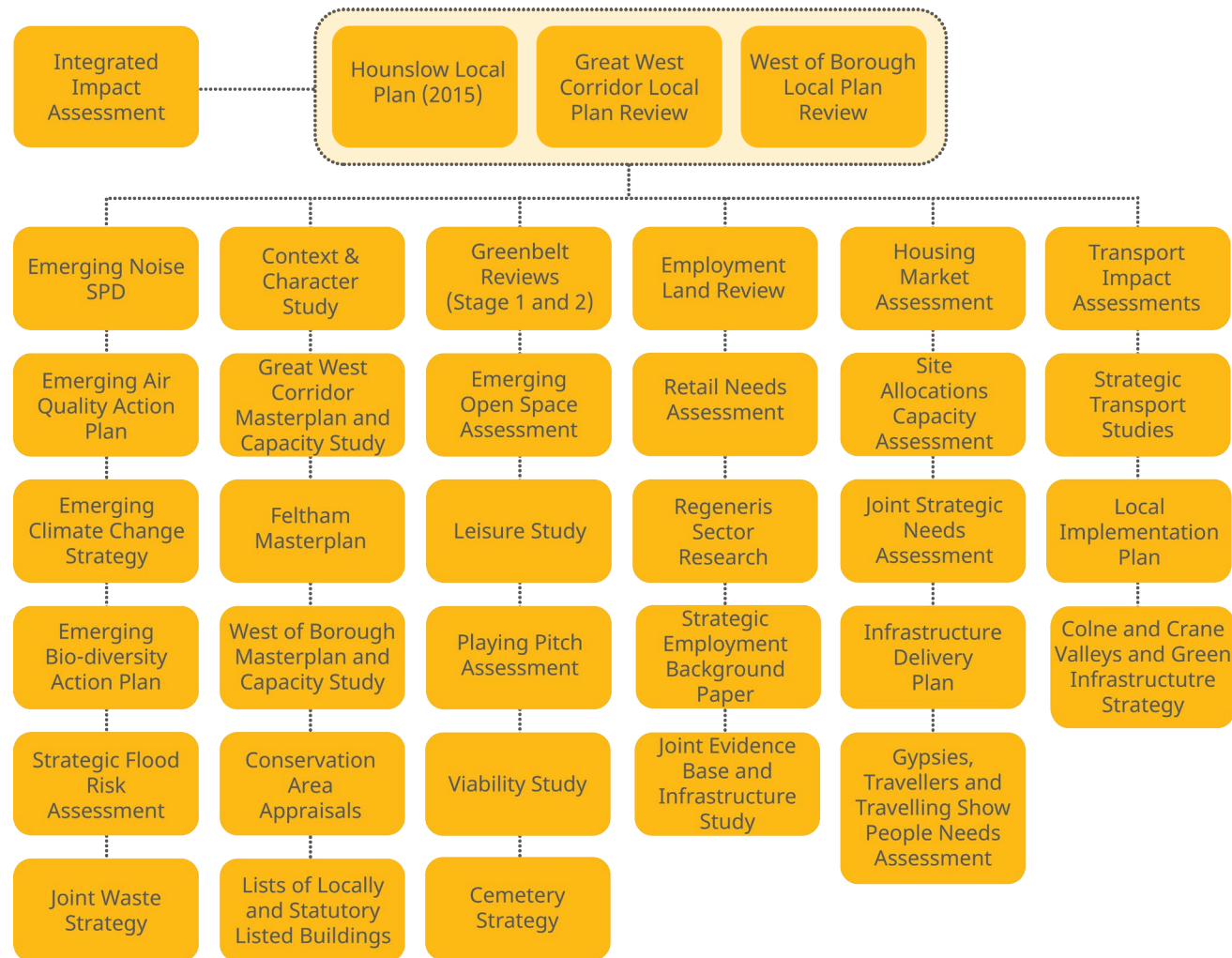
1.22 As part of the borough's Local Plan, the GWCP and WoBP will be applicable to the determination of planning application proposals located within the plan boundary area.

LEGAL AND POLICY STATUS

1.23 This Plan has been developed in accordance with the Local Plan-making process under the Planning and Compulsory Purchase Act 2004 and Part 6 of the Town and Country Planning (local Planning) (England) Regulations 2012. Once adopted it becomes a component of the Council's Development Plan Documents and as such will have full development plan status. The Council's decisions on planning applications would be made in line with the development plan unless there are significant matters (material considerations) that indicate otherwise.

1.24 As the Council progresses the WoBP through the formal statutory plan-making process towards adoption its material weight in relation to assessing planning applications will increase.









RED bonus king

TENNESSEE
RED CHICKEN

WALMART

RONALD REAGAN

WALMART

02 SETTING THE SCENE





SETTING THE SCENE

2.0 The West of Borough is made up of the western part of the London Borough of Hounslow and is designated part of Heathrow Opportunity Area shared with Hillingdon borough in the draft new London Plan.

2.1 Initially heathland, much of the land in the area was used for market gardens through the 19th Century before being gradually being replaced by gravel and aggregate extraction and light industry (including aircraft manufacture in Feltham). The legacy of the gravel extraction is evident in the numerous water bodies at Bedfont Lakes.

2.2 Through the 20th Century the area experienced significant change with the expansion of villages to provide housing (mostly post-war semi detached and short terraces) and the emergence of Heathrow airport as London's premier airport which is located immediately to the north within London Borough of Hillingdon, it provides both an important source of employment and a barrier to north south movement.

2.3 The West of Borough area now has a population of around 150,000. The population is very diverse, with over 45% born overseas (compared to 43% in the Borough of Hounslow, and 37% in London). The West of Borough has a higher rate of people on unemployment benefits (JSA and UC), at 3.1%, compared to 2.3% for the Borough as a whole. The rate of people with

no qualification is also higher in the West of Borough (21%) compared to the average rate for entire Borough, which is 17%.

2.4 The West of Borough is characterised by fragmented suburban growth, major transport infrastructure and low value, open land. Disjointed suburban housing developments, office parks and industrial areas engulf the district centre of Feltham and the local centres of Heston, Cranford, Hounslow West, Bedfont and Hanworth.

2.5 Feltham District Centre lies in the south of the West of Borough area where recent development has started to transform the area, widening the potential of the shopping offer and providing space and scope for business expansion and start-ups. The District centre has good rail links into central London and the network of roads from the town provides good connection to surrounding places, although some routes suffer from congestion.

2.6 In the north of the West of Borough area, lies Cranford and Heston which are historic villages originally set within Hounslow Heath but now merged together within a landscape of inter and post-war housing dissected by busy highways. Heston still retains much of its historical village centre, where St Leonard's Church still stands. There has long been a close association with aircraft in the area, which lives on in local street names such as Spitfire Way. Heston Aerodrome existed here from

1929 to 1947 until the larger Heathrow airport was built to the immediate west.

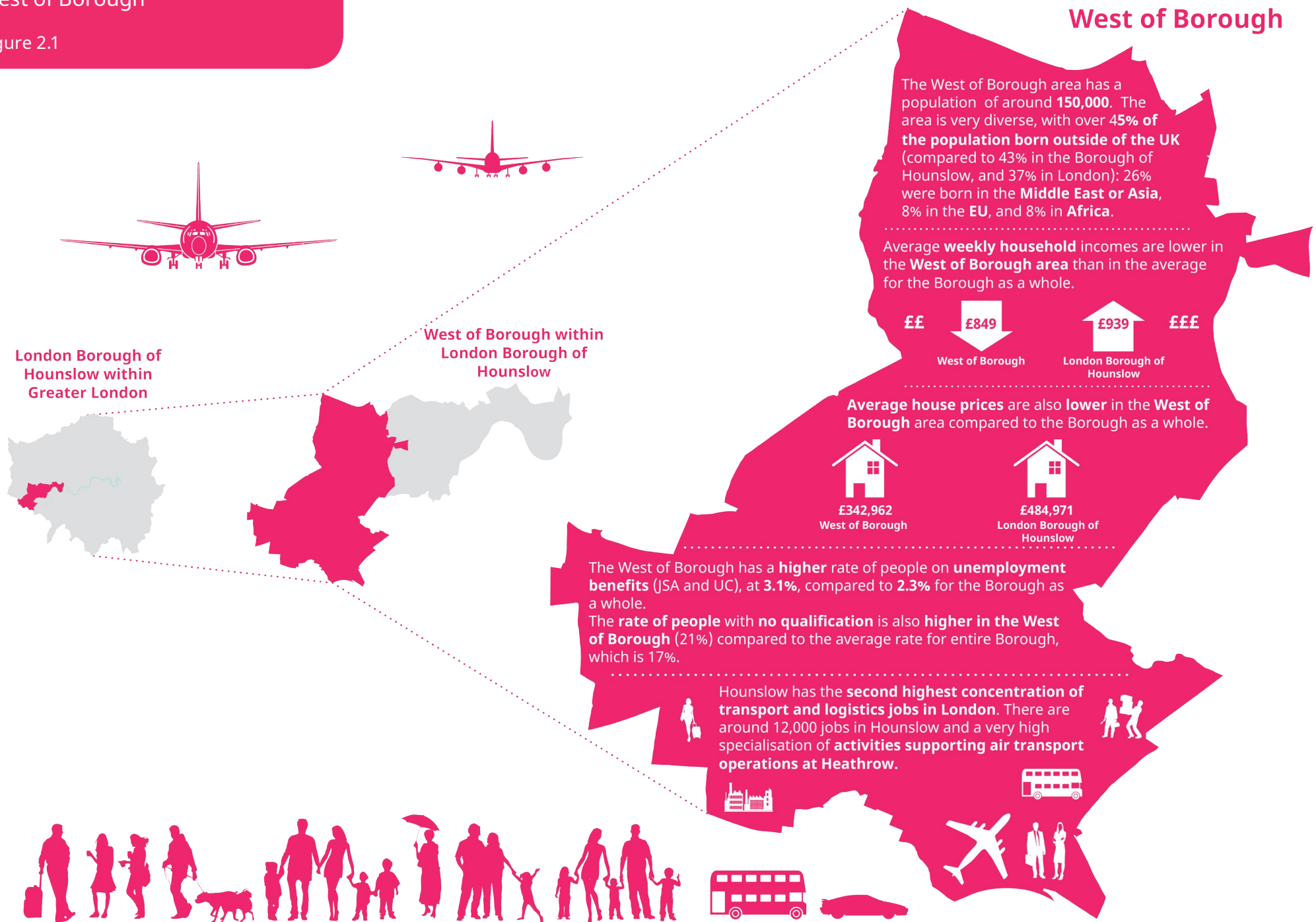
2.7 There are a number of strategic transport routes cross the area east-west, including the M4, A4 and A315. The A312 north to south links the M40 with the M3, through the mixed suburban and industrial areas of Feltham and Cranford. Key rail routes pass through the area east to west, namely the Waterloo to Weybridge train line, which runs through Feltham town centre and the centre of the Plan area, and the Piccadilly London Underground which runs from central London to Heathrow Airport.

2.8 The West of Borough is one of the greenest areas in Greater London, with three rivers, a significant country park at Bedfont Lakes, the historic Hanworth Park and large areas of semi-rural land to the north and southwest. The River Crane corridor is an important north to south strategic link in the All London Green Grid. Hounslow Heath and Hanworth Park are significant open spaces in the area. All of the Borough's existing Metropolitan Green Belt is located in the West of Borough area.

2.9 Over the next 15 years the Opportunity Area is expected to change, the substantial growth of Heathrow Airport, presents a major opportunity for improving the accessibility and attractiveness of the West of Borough for new business and housing growth. Even if Heathrow Airport does not expand it will remain a major economic driver

Key facts about the West of Borough

Figure 2.1



SETTING THE SCENE

for its sub-region.

2.10 The West of Borough Plan presents an exciting opportunity to establish how the area can best respond to the borough's objectively assessed need for housing and employment primarily without a third runway. It seeks to promote well designed and integrated development and establish a sense of place, it also seeks to maximise opportunities and minimise and mitigate against the direct negative effects of airport operations on our communities, particularly in relation to noise; poor air quality; and congestion on the transport network. It will help integrate new development with its context, enhance the environment for both existing and new residents and businesses and optimise the use of existing and new infrastructure, facilities and land.

FOCUSING ON DELIVERY

The West of Borough is part of Heathrow Opportunity area shared with neighbouring borough Hillingdon. The Mayor of London wants to see the components of 'good growth' as a guiding principle across all Opportunity Areas.

This West of Borough plan is a delivery-focused and flexible planning document which takes a long-term view to 2035 for how the Opportunity Area can effectively and sustainably contribute to London's housing growth demands whilst also creating unique employment offer to service Heathrow and London economy.

A key aim of the plan will be to encourage more local employment opportunities to support Heathrow and London market as a world economic powerhouse while also delivering much needed housing and successful and vibrant town and local centre. The draft plan also sets out a strategy to ensure that development in this Opportunity Area is well-coordinated to minimise disruption and maximise benefits for local communities.





03 VISION AND OBJECTIVES

An aerial architectural rendering of a residential development in West of Borough. The scene shows a mix of building heights, from small houses to larger multi-story blocks, arranged around a network of streets. There are significant areas of greenery, including trees and what appears to be a park or sports field on the left. The entire image is overlaid with a semi-transparent purple color.



VISION AND OBJECTIVES

Our Vision recognises the West of Borough as a strategic location for employment and housing growth both for Hounslow and London as a whole, supported by infrastructure improvements and high-quality open space.


By 2035, the West of Borough will comprise of high quality, distinct places that respond to the established character of existing settlements and the natural and historic environment providing well designed housing and locally accessible workplaces.

By 2035, the West of Borough business landscape will have grown to create some 13,600 new jobs by creating opportunities for local businesses to access new markets and providing a mix of employment space to support Heathrow and London market as a world economic powerhouse.

Moving around the West of Borough and beyond will have become easier, quicker and more comfortable. Strategic infrastructure projects, such as the Heathrow Southern Rail Access and enhanced bus services will contribute to a network of sustainable options that serve the local community and the wider population. The West of Borough walking and cycling network will be more extensive and safer making short trips by bicycle and foot much more attractive and pleasant.

The quality of the West of Borough natural and built environment will have improved through the effective tackling of the causes and impacts of pollution and climate change in the area; conserving and where opportunities arise, enhancing the heritage assets and their setting; securing high quality architecture that responds sensitively to the local context; improving woodland and important habitats and increasing access to open space.

By 2035, the West of Borough district and local centres will support the growing communities they serve, and the growth of Feltham District Centre will have delivered a wider range of homes, shops, cafes, and restaurants, with regular events and festivals, fostering civic pride and making it a place for people to live, meet and socialise.

- 
- 10,600 NEW HOMES**
 - 3,700 AFFORDABLE HOMES**
 - 1 NEW STATION**
 - 2 EXPANDED HEALTH HUBS**
 - 13,600 JOBS**
 - 3 NEW COMMUNITY HUBS**
 - 1 NEW ALL-THROUGH FREE SCHOOL**
 - 1 NEW BUILDING FOR EXPANDED SPECIAL SCHOOL**
 - 2 PRIMARY SCHOOL EXPANSIONS**



STRATEGIC OBJECTIVES

EMPLOYMENT GROWTH

1. To support and encourage economic development and to benefit from the employment opportunities from Heathrow airport by protecting and providing a range of land uses and jobs.
2. To provide a mix of employment spaces that would be attractive for the entire business community in existing and potential growth sectors, catering for larger companies, small and medium sized enterprises, micro-businesses, as well as the large free-lance workforce.
3. To strengthen the role of our town and local centres to encourage a broad range and mix of uses and activities and meet the needs of users.

HOUSING GROWTH

4. To provide new homes in sustainable locations where residents can walk and cycle to local jobs, amenities and green space.
5. To provide a high proportion of new homes at sizes, tenures and types which are affordable to local residents and contribute to helping London meet its needs.
6. To ensure new homes support good growth by integrating with shops, business and community uses to encourage lively and liveable places.

HEALTH AND WELLBEING

7. To encourage shared facilities and co-location of uses and improve the quality, and range of accessibility of services and facilities, such as health, transport, education, training, leisure opportunities and cultural and community activities.
8. To promote measures to compensate and mitigate the impact of noise and air pollution on all sensitive uses and to mitigate and adapt to climate change in order to tackle environmental challenges.
9. To encourage active lifestyles through the provision of improved parks and play facilities connected by a network of green corridors for active travel.



GREEN BELT, METROPOLITAN OPEN LAND AND OPEN SPACE

- 10. To protect and enhance the borough's Green Belt, Metropolitan Open Land, open green spaces and create more accessible MOL and open spaces.
- 11. To protect and enhance the quality, accessibility and function of green infrastructure and open spaces, whilst improving the ecology of the area and ensuring an overall net gain in biodiversity.

DESIGN AND HERITAGE

- 12. To provide a high-quality environment with well-designed buildings and spaces.
- 13. To conserve and where possible enhance the historic environment and to ensure that high quality new development integrates, respects, conserves and enhances the area's natural environment and built heritage.

CONNECTING PEOPLE AND PLACES

- 14. To increase public transport options by supporting the delivery of strategic rail links, new and enhanced bus services and high-quality connections to and from transport hubs and key local and strategic destinations.

- 15. To reduce unnecessary car travel, reduce congestion, improve air quality and health and wellbeing through the delivery of targeted highway improvements, electric vehicle infrastructure, attractive walking and cycling routes, enhanced car-sharing options and limiting the offer of car-parking where appropriate.
- 16. To promote ways to reduce the impact of construction, servicing, and delivery trips.
- 17. To positively meet our duties to deliver our strategic and local growth needs, linked to effective infrastructure planning and delivery.





04 STRATEGIC POLICIES



Figure 4.1








Context

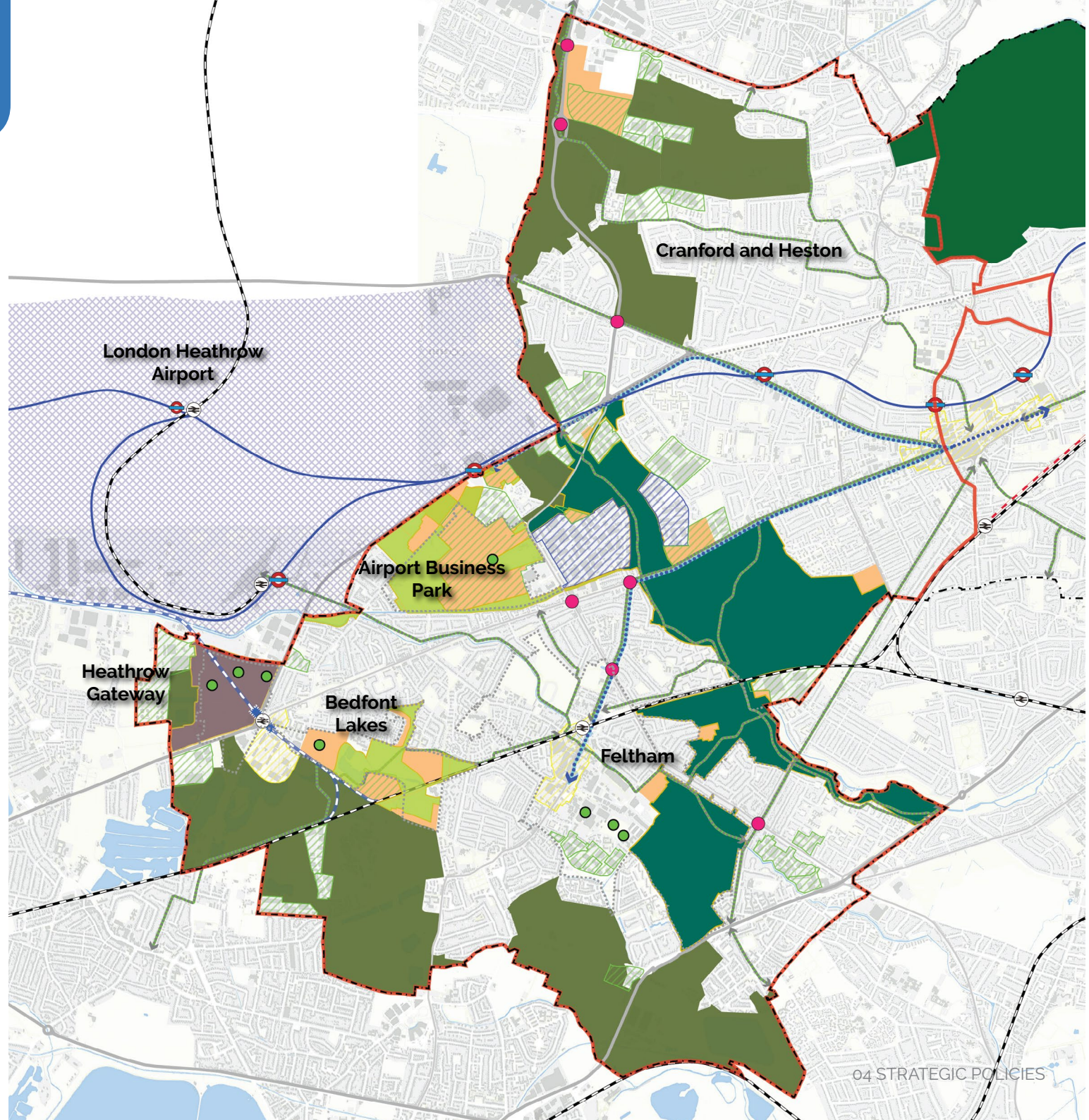
-  London Borough of Hounslow boundary
-  West of Borough boundary
-  Places Policies
-  Waterbody
-  London Heathrow Airport
-  Piccadilly Underground line
-  National Railway line and Station
-  Old Oak Common to Hounslow Overground Link
-  M4 Motorway
-  Metropolitan Green Belt

Employment Designations

-  Key Existing Office Location
-  Strategic Industrial Location
-  Locally Significant Industrial Site

Metropolitan Green Belt proposed for:

-  Metropolitan Open Land
-  Local Open Space
-  Safeguarded
-  Development Land
-  New public space
-  Pedestrian/cycle route
-  Proposed extension to Cycle Superhighway 9



STRATEGIC POLICIES

HOW WE PLAN TO ACHIEVE GOOD GROWTH IN THE WEST OF BOROUGH

4.0 Having established in the adopted Hounslow Local Plan Policy SV2 the objectives that the West of Borough Local Plan review has to address, a number of Strategic policies have been developed to deliver these commitments.

4.1 To achieve 'Good Growth' the Plan aims to get the balance right between providing new homes and jobs to meet the growing population supported by a high-quality environment, sustainable transport solutions, a vibrant mix of uses, good integration with its surrounding communities, and a strong image and identity.

4.2 This chapter contains the following strategic policies for the area:

- WoB1 Employment Growth
- WoB2 Housing Growth
- WoB3 Health and Wellbeing
- WoB4 Green Belt, Metropolitan Open Land and Open Space
- WoB5 Design and Heritage
- WoB6 Connecting People and Places

4.3 These policies set out the spatial strategy for the proceeding 'Places Policies' which aim to deliver good growth and enable the successful delivery of thriving places. Hounslow Local Plan 2015 sets out the overarching thematic policies for the Borough which are designed to be flexible to accommodate change over the lifetime of the Plan. Therefore, the WoBP should be read in conjunction with the adopted Local Plan 2015.



EMPLOYMENT GROWTH

WHERE WE ARE NOW

1. There is a scarcity of land in the West of Borough for businesses which need to be in proximity to Heathrow Airport. These airport-dependent industries, such as storage and distribution, are predicted to need a significant amount of additional floorspace to support growth to 2035. This is a 'business as usual' forecast assuming the Airport does not expand to three runways. The forecasts being prepared for Heathrow indicate a need for a 22% increase in logistics floorspace.
2. The forecasting scenarios with or without a third runway still reflect a rapid growth in air cargo activity. Much of this new floorspace will be needed in very close proximity to the Airport, all of it within 5 miles of the Airport perimeter. Local authorities within the Airport's functional economic market area are therefore expected to provide additional land for growth.
3. Logistics floorspace is in short supply and is taken up quickly. The high levels of demand and high rents make development viable, but developers report that there is a lack of available land. Land availability in the Bedfont, Feltham, Cranford and Heston areas (west of the borough) is particularly needed to meet the demand for logistics space.
4. Small and medium businesses in emerging sectors have difficulty finding

affordable space. The needs of these businesses vary greatly, and a one size fits all approach does not work.

5. The forecasts being prepared for Heathrow estimate up to 79% increase in the demand for office space requiring proximity to the airport.
6. The release of industrial land across London and in this borough, has occurred at a far greater rate than set out by the London Plan and the Land for Industry SPG (2012), in part fuelled by the Government's introduction of permitted development rights to convert employment uses to residential use without planning permission. The site appraisals and market assessments indicate that the stock of industrial floorspace available and suitable for redevelopment for alternative uses has reduced substantially in recent years. This has led to higher values of the remaining industrial land and in almost all cases it is now viable to redevelop existing industrial sites for industrial uses. The remaining stock of land should be retained for industrial use, and where possible industrial uses intensified.
7. Feltham town centre whilst generally performing well in terms of overall retail offer for its existing customer base, has a gap in the provision of informal mid-market dining and café activity and there is scope for diversifying its range and introducing modest amounts of new

comparison (non-food) goods retail. However, this is most likely to be led by an increase in the number of residents within the catchment through the provision of new residential units in the town centre, providing additional footfall and spending power.

WHAT WE WANT TO ACHIEVE

STRATEGIC OBJECTIVE 1

To support and encourage economic development and to benefit from the employment opportunities from Heathrow airport by protecting and providing a range of land uses and jobs.

STRATEGIC OBJECTIVE 2

To provide a mix of employment spaces that would be attractive for the entire business community in existing and potential growth sectors, catering for larger companies, small and medium sized enterprises, micro-businesses, as well as the large free-lance workforce

STRATEGIC OBJECTIVE 3

To strengthen the role of our town centres to encourage a broad range and mix of uses and activities and meet the needs of users.

EMPLOYMENT GROWTH

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY WOB₁ EMPLOYMENT GROWTH

Our approach

The Council will secure a strong economy and create the conditions for economic growth in the West of Borough by increasing the provision of employment and commercial sites and by supporting the retention, enhancement, and intensification of existing employment and commercial uses.

We will achieve this by:

- (a) Safeguarding the function, attractiveness and competitiveness of the Strategic Industrial Location (SIL), Locally Significant Industrial Site (LSIS) and Key Existing Office Locations (KEOL) in the West of Borough and their ability to support employment functions.
- (b) Allocating land for at least 229,100 sqm of industrial floorspace (4,320 FTE jobs) within key locations as identified in the site allocations, and places policies including new Locally Significant Employment Sites at Hatton Cross (Land at Hatton Road and vacant land at Dick Turpin Way) and adjacent to the Western International Market site at Cranford and an extension to the North

Feltham Trading Estate (as shown in Figure 4.3 and on the policies map).

- (c) Supporting the provision of at least 9,600 sqm of office workspaces (800 FTE jobs) (124,100 sqm with Heathrow Gateway, 7,950 FTE jobs) and 23,100 sqm of retail restaurant, cafe and bar uses (1,230 FTE jobs) between 2020 and 2035.
- (d) Strengthening the local economic profile of the area, including support of flourishing business sectors and providing additional floorspace in a range of sizes, types and forms.
- (e) Supporting businesses of all sizes by ensuring availability of a range of workspaces and unit sizes, start-up space, co-working space and 'grow-on' space by protecting existing floorspace and encouraging the provision of new and affordable workspace as part of major developments.
- (f) Working with Heathrow and key stakeholders to deliver a new academy centre for innovation, enterprise and associated employment.
- (g) Supporting the growth of town centre economy through development of

appropriate scale and uses to each location and maximising opportunities for vibrant temporary proposals 'meanwhile use' throughout the area as set out in new draft London Plan policy SD6 and the Feltham Place policy P1 in this plan.

- (h) Ensuring that employment development is well located and well connected in order to minimise the number of unnecessary vehicle trips, encouraging co-location and consolidation of deliveries.

The Council will expect development proposals to:

- (i) Protect existing uses and, where feasible, intensify uses suitable for broad industrial type activities on Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) and should demonstrate how they meet the respective targets for additional industrial floorspace set out within place policies and site allocations.
- (j) Retain land and premises capable of providing continued accommodation for employment or local services. Permission will only be granted for a

EMPLOYMENT GROWTH

change of use identified in the site allocations and where satisfactory evidence is provided that the property is no longer required for employment purposes in accordance with Local Plan policy ED2.

- (k) Demonstrate and ensure compatibility of uses for proposed mixed-use development on employment land in accordance with the Agent of Change principle (policy D12 in the draft new London Plan). Operation of businesses on the site or on neighbouring sites must not be compromised by the introduction of non-employment uses.
- (l) Provide a mix of unit sizes and in particular small business units. For redevelopment, existing small business units should be re-provided.
- (m) Incorporate an appropriate quantum of affordable workspace offered at below market rate, shared workspaces and/or small business units. Development should demonstrate that any affordable workspace provided would be managed by an appropriate workspace or studio provider and be supported by an appropriate Management Scheme.
- (n) Provide appropriate employment and training initiatives for local people of all abilities in the construction and end use phases of major developments. Local businesses will also be encouraged to adopt the London

Living Wage.

- (o) Support the regeneration of the town centre for a mix of town centre uses and maintain the predominant retail function of primary shopping frontages. The Council will consider a change of use away from Class A1 where the proposal would meet all of the following criteria
 - I. not harm the predominant retail character of the shopping frontage;
 - II. generate significant pedestrian visits during shopping hours;
 - III. complement the existing shopping function of the town centre;
 - IV. not create an inappropriate over concentration of similar uses which would be harmful to the function or viability of the town centre;
 - V. provide an active frontage at ground floor level line; and
 - VI. not result in adverse effects caused by crime, disorder or anti-social behaviour and have no adverse impact on residential amenity.
- (p) Have regard to the most up to date Retail Needs Assessment and ensure that shopping areas remain diverse and balanced. The Council will seek to manage the concentration of betting

shops, pawnbrokers, payday loan shops and hot food takeaways by resisting these uses where:

- I. there is more than 5% of these units within the relevant town or local centres;
 - II. the site is less than 400 metres walking distance to a school; and
 - III. the proposal would detrimentally impact the amenity and character of the area.
- (q) Maximise the proportion of the ground floor fronting a street as a positive and/or active frontage. Servicing areas and blank façade should be avoided on key routes and thoroughfares.
 - (r) Support the night time economy in town centres and where there are proposals for new residential properties located within mixed use schemes or in close proximity to established or planned uses with late night licences, the proposed residential use will need to demonstrate that it is capable of mitigating against the impact of established or planned use such that the operation of the existing businesses are not prejudiced and the amenity of the future residents is protected.

EMPLOYMENT GROWTH

Figure 4.2

WE ARE TAKING THIS APPROACH BECAUSE:

4.4 The GLA indicated the Heathrow Opportunity Area has an employment capacity of 11,000 additional jobs, however airport expansion has the potential to far exceed this. Land is required within the west of borough area to accommodate this growth. Many of these jobs will be in relation to the airport where land is required in proximity to the airport for businesses reliant on it.

4.5 The Employment Land Review provides an assessment of demand and supply of employment land over the plan period. It concluded that gross demand in the borough is 184,500sqm for offices and 252,800 sqm for industrial uses, which is mainly for “high-quality, modern logistics warehousing”. In the event of expansion at Heathrow airport, the study says these figures would likely to add 202,400 sqm to requirement for industrial floorspace, and 48,300 sqm to the requirement for office floorspace.

4.6 The ELR has recommended both the retention of all existing employment designations and intensification of other sites to help meet this demand. Thus, the Council is taking this approach to ensure the significant loss of industrial land does not continue. The Council will continue to protect these sites and monitor the losses and gains of employment floorspace on these sites.

4.7 However, the ELR has also found that in order to provide for increasing demand for industrial uses, more land is needed above and beyond the existing sites. If additional land is not allocated for industrial (and indeed for office use), the borough will not be able to accommodate the growth in demand for such uses and could therefore lose out on jobs as businesses locate (or relocate) elsewhere in the functional economic market area. The Council is therefore proposing the release of a small number of green belt sites that will provide sufficient additional floorspace to help ‘close the gap’ between demand and supply of employment land. The Council considers that exceptional circumstances have been demonstrated to justify the release of these sites, including the acute requirements for additional employment land, and for this land to be located in proximity to Heathrow, and the Borough’s inability to provide this additional land without the Green Belt releases.

4.8 The Employment Land Review also undertook an assessment of supply and demand in office developments across the borough. It found that while generally office developments are more profitable in the east of the borough, strong links with the airport have made office developments such as Bedfont Lakes successful. It was found that occupying space next to other large, successful businesses is viewed as having the potential to bolster a company’s image and reputation. The Council is proposing the development of an office development in



Bedfont adjacent to Clockhouse Roundabout to meet this need. This development is reliant on strategic transport improvements to Heathrow and a station at Bedfont being delivered as well as improvements to other local transport connections including by bus, walking and cycling. It will focus on the provision of an office campus development within a wider mixed-use site which will include hotel, housing, and retail to provide an attractive environment for busi-

EMPLOYMENT GROWTH

ness growth.

4.9 In light of the changes to the Use Classes Order (2020), on designated SILs and LSIS sites, the Council will use planning conditions to limit permissions to those uses specified in the site allocations and SIL and LSIS compliant uses such as light industrial (Use Class E (g) (iii)), general industry (Use Class B2) and storage and logistics/distribution (Use Class B8) where appropriate. On non-designated areas and within designations such as town centres and Key Existing Office Locations (KEOLs), the Council will also use conditions to limit the use of sites to those uses within the Class E use class which reflect the requirements of the plan.

4.9 Affordable workspace is defined in the draft new London Plan as workspace that is provided at rent maintained below the market rate for that space for a specific social, cultural or economic development purposes. Policy E3 of the DNLP says boroughs should consider detailed affordable workspace policies in light of local evidence of need and viability. The Council will review this evidence and will outline appropriate locations and/or types of development from which it will seek to provide affordable workspace, together with an appropriate proportion of affordable workspace, in a future supplementary planning document

4.10 Feltham Town Centre in the West of Borough is a relatively successful town centre, overall, when assessed against the vitality and viability health check indicators. Hounslow

Retail and Town Centre Needs Study (2018) states that Feltham Town Centre is both vital and viable. It has a strong convenience offer provided through the five foodstores and local stores. The centre also benefits from a very low vacancy rate, albeit this results in there being limited medium/large units/sites within the town centre to meet requirements.

4.11 However, based on the existing provision, health check assessment and stakeholder feedback, the study identifies that there is a qualitative need to improve the leisure provision within the town centre and to diversify the range of retail offer and introduce modest amounts of new comparison (non-food) goods. The study recommends that the Council consider options to accommodate this as part of the Feltham town centre regeneration proposals, which is set out in Feltham Place Policy P1.

4.12 The London Town Centre Health check analysis report (2017) and The 'Health on the High Street' report, published by The Royal Society for Public Health in 2015, provides a range of sources of evidence about the negative health impact of betting shops, payday loan shops, pawnbrokers, games arcades and fast food takeaways and the positive health impacts of health services, pharmacists, leisure centres/health clubs, libraries, museums and art centres and pubs and bars. There has been a growing concern in recent years about the proliferation and over-concentration/clustering of betting shops, pay-day loan shops, pawn brokers, amusement arcades

and fast food takeaways and their impacts on mental health and the vibrancy and vitality of town centres. The 2017 study states that if these uses become over-concentrated or are not properly managed, some of these uses can be associated with anti-social behaviour, affecting the safety. There are also concerns that some of these uses can contribute to causes of poor health for individuals. These concerns and the over-representation of these uses in Strategic Areas for Regeneration suggest boroughs should be considering specific policies to restrict and manage some of these uses where appropriate, and that this should be reflected in town centre strategies. The 2015 study states that a concentration of upwards of 5% of outlets on a high street and the surrounding streets containing a particular type of business represents a clustering.

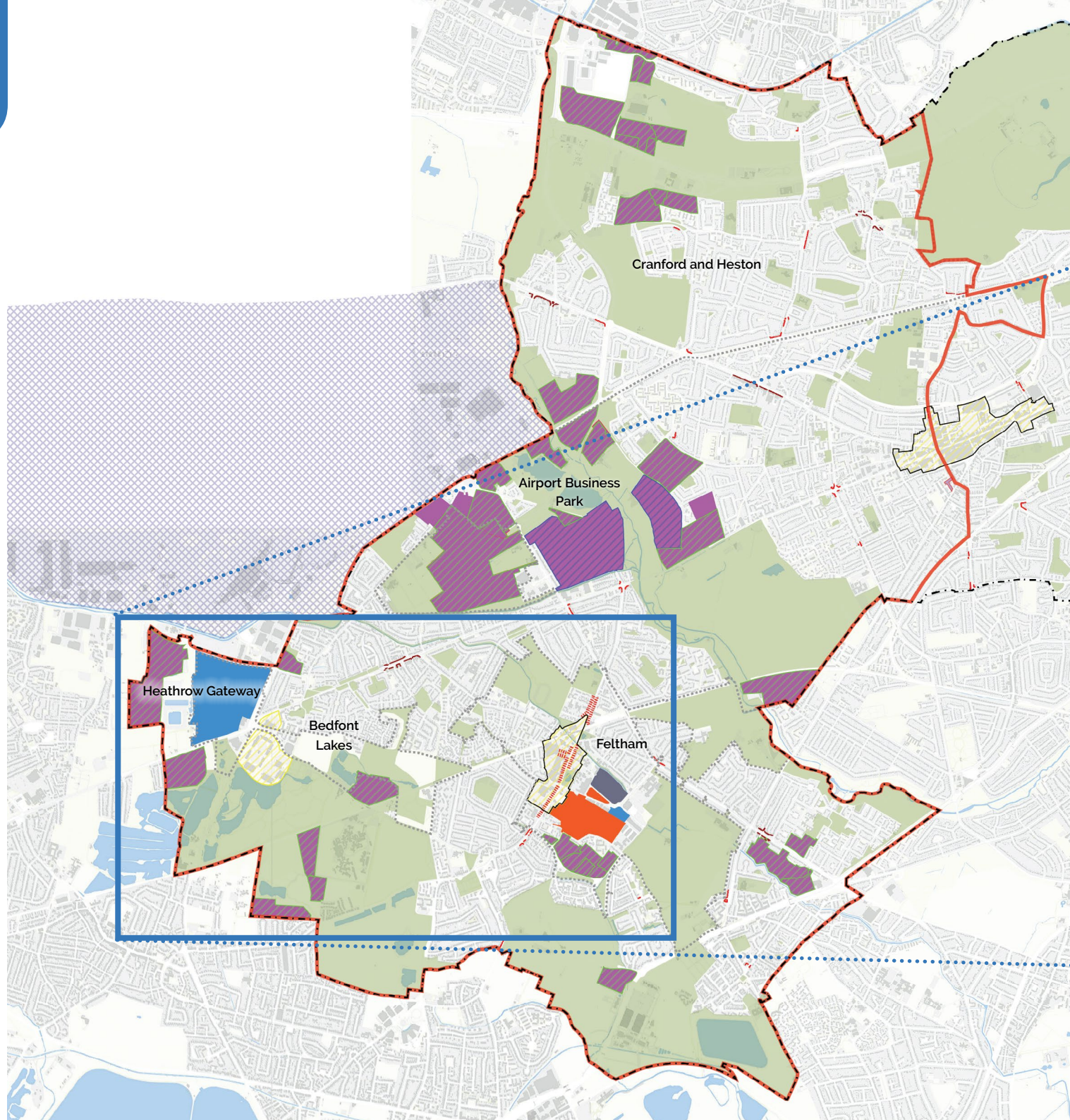
4.13 To ensure that shopping areas remain safe, diverse and balanced, the council is seeking to limit the amount and concentration/clustering of betting shops, pawnbrokers, payday loan shops and takeaways in areas of high concentration. This will also help the council address strategic and borough wide objectives in relation to health and regeneration. The council will resist applications for such uses where they would cause unacceptable harm to the character, function and amenity of an area or negatively impact on the health and well-being of the borough's residents in accordance with draft new London Plan Policy E9 and SD6.

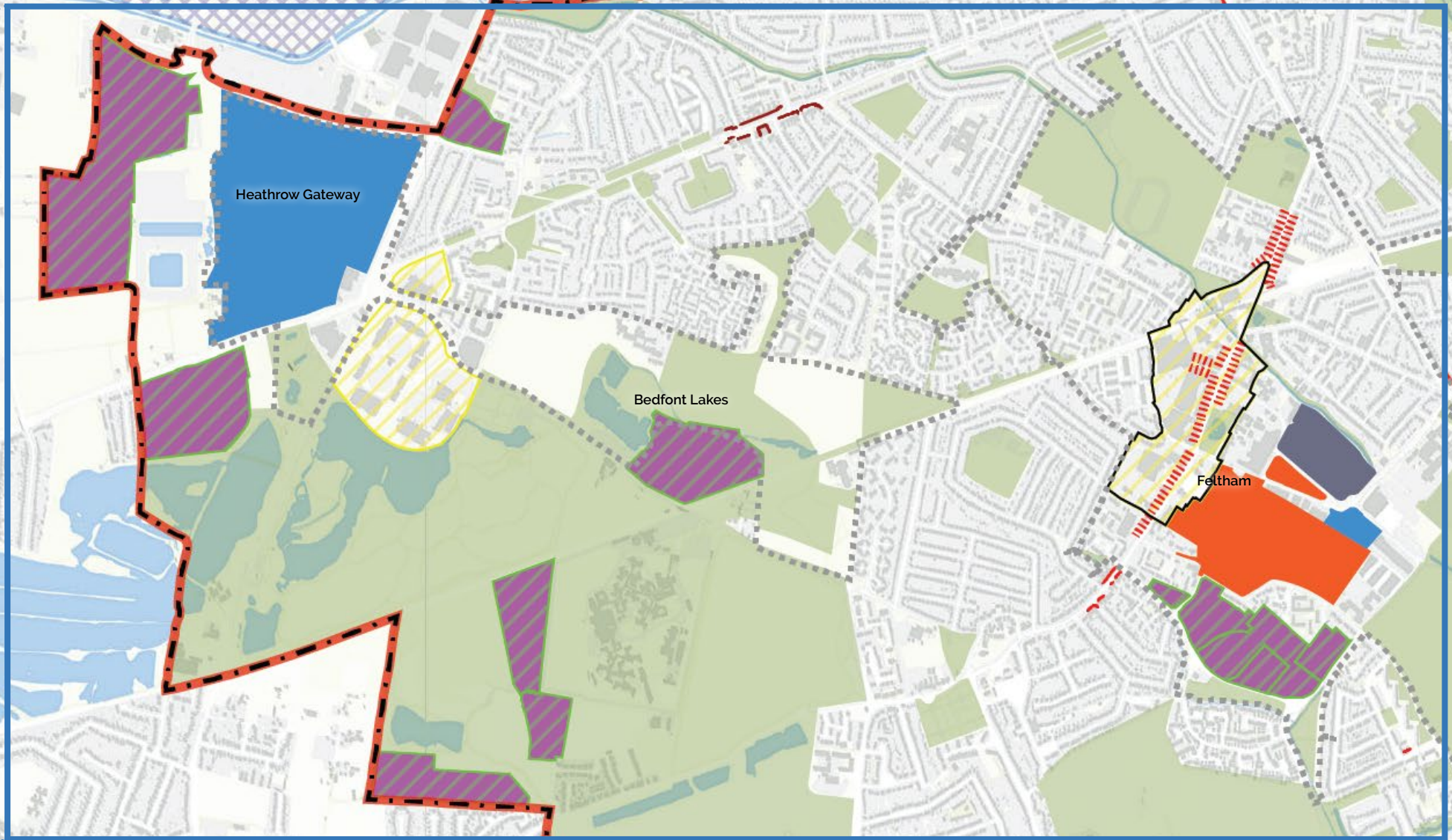
BEDFONNILEAKES

Employment Growth in the West of Borough

Figure 4.3a

- Context**
- [- - -] London Borough of Hounslow boundary
 - [- - -] West of Borough boundary
 - [- - -] Places Policies
 - [- - -] Town Centre
 - [- - -] Large Neighbourhood
 - [- - -] Small Neighbourhood
 - [- - -] Waterbody
 - [- - -] Green open spaces
 - [- - -] London Heathrow Airport
- Employment Designations**
- [- - -] Key Existing Office Location
 - [- - -] Strategic Industrial Location
 - [- - -] Locally Significant Industrial Site
- Proposed Uses**
- [- - -] Office/Light Industrial uses with residential and community uses
 - [- - -] Office/Light Industrial uses with residential
 - [- - -] Industrial
 - [- - -] Leisure West
 - [- - -] Primary shopping frontage





HOUSING GROWTH

WHERE WE ARE NOW

1. Housing in the West of Borough is primarily suburban in character, at low densities, which are generally poorly connected by public transport, and distant from amenities, shops and other facilities. There is a significant opportunity for planned intensification of existing town centres and creation of new centres to deliver much needed housing for residents, while improving existing residents access to services and facilities which help to improve their quality of life.
2. A large proportion of people living in Hounslow choosing to settle in the West of Borough due to their direct or indirect employment by Heathrow, Britain's biggest airport. The growing importance of the airport for goods and logistics brings with it new employment and increased demand for housing, which will also place increased pressure on physical and social infrastructure.
3. Hounslow's population is increasing rapidly. The Greater London Authority (GLA) forecasts an increase of 35,854 people or 12% between 2020 and 2035. We need to build more homes to meet this need, and to secure a broad range of suitable types of homes for new and existing residents and their offspring.
4. The West of Borough has been identified, along with part of the neighbouring

Hillingdon, as an opportunity area in the draft new London Plan, with significant capacity to take additional homes (14,000) and jobs (11,000) where major new transport infrastructure can be provided.

5. The most up to date assessment of Housing Need is the West London Housing Market Assessment (2018). This sets the borough's total Objectively Assessed Need (OAN) at 34,287 dwellings over the period 2016-2034 (1,911 per annum) and 44,525 over the period 2016-2041 (1,781 per annum). Feltham Town Centre was designated as a Housing Zone by the Mayor of London, which includes the potential for GLA funding of £32m to help deliver 3,339 homes, of which 1,406 will be affordable
6. The majority of Hounslow's Gypsy, Traveller and Travelling Showpeople population live in this area including the Council-owned travellers' site at the Hartlands. The Hounslow Gypsy Traveller and Travelling Showpeople Accommodation Needs Assessment 2018 (GTTSANA) indicates a need over the plan period for 9 additional pitches for Gypsy and Travellers, with 3 in the first 5 years, and 15 plots for Travelling Showpeople, over the plan period, with 10 in the first 5 years.

WHAT WE WANT TO ACHIEVE

STRATEGIC OBJECTIVE 4

To provide new homes in sustainable locations where residents can walk and cycle to local jobs, amenities and green space.

STRATEGIC OBJECTIVE 5

To provide a high proportion of new homes at sizes, tenures and types which are affordable to local residents and contribute to helping London meet its needs.

STRATEGIC OBJECTIVE 6

To ensure new homes support good growth by integrating with shops, business and community uses to encourage lively and liveable places.



HOUSING GROWTH

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY WOB₂ HOUSING GROWTH

Our approach

The Council will seek to deliver a baseline of 8,600 new homes (10,600 with Heathrow Gateway) between 2020 and 2035 in the West of Borough by encouraging development which optimises land use as identified in the places policies and site allocations. We will secure a range of unit sizes and tenures which meet identified needs, served by a range of public transport links and social infrastructure.

We will achieve this by:

- (a) Concentrating new homes in areas with the most capacity to accommodate growth, taking into account existing and planned levels of accessibility, local character and protection of the borough's physical, natural and historic environment.
- (b) Securing the minimum housing numbers in the place policies and Site Allocations with a range of housing tenures, types and sizes that deliver mixed and inclusive communities.

- (c) Identifying sites where there are opportunities to optimise housing and improve the quality of the environment by working with partners and communities to deliver major estate renewal and enhancement.
- (d) Working with developers to ensure that wherever possible homes delivered are marketed to and occupied by people who live and work in Hounslow and London.
- (e) Supporting provision to meet the assessed needs of the Gypsy, Traveller and Travelling Showpeople in the West of Borough.
- (f) Requiring all new homes and residential extensions to provide a well-designed, energy efficient and high-quality living environment, both internally and externally. New homes will be designed to a standard that ensures the safety, health and wellbeing of its occupants in accordance to draft new London Plan policy D6.
- (g) Monitoring delivery annually and publishing information on the rate of housing starts and completions and the trajectory of a deliverable and developable housing supply.

The Council will expect development proposals to:

- (h) Contribute to achieving the strategic target of 10,600 new homes in a mixed-use format which optimises the use of land and encourages development on small sites and sites allocated for residential use, in line with draft new London Plan policies H1 and H2.
- (i) Provide dwellings which meet or exceed the relevant National and London Plan minimum space standards.
- (j) Provide, where 10 or more dwellings are proposed, affordable housing that fully contribute to achieving the Mayor's strategic target of 50% and applying a Fast Track route of a threshold approach in line with the draft new London Plan policy H5.
- (k) Provide a review mechanism upon partial or full completion of a development when financial viability assessments demonstrate that current market conditions will support less than threshold approach.

HOUSING GROWTH

- (l) Provide an affordable housing tenure split of 70% of units as London Affordable Rent (LAR) and/or Social Rent and 30% Intermediate as defined by the draft new London Plan.
- (m) Provide affordable housing on-site in the first instance. In exceptional circumstances:
 - I. off-site provision will only be considered where affordable housing cannot be delivered on site or
 - II. financial contributions will only be considered when all the above options have been fully explored and where it can be demonstrated that this would better deliver mixed and balanced communities
- (n) Provide a range of unit sizes for new housing in proportions reflecting local need, including supported and specialised accommodation and specialist housing for older people and vulnerable people.
- (o) Appropriately distribute the affordable homes throughout a new development, ensuring that they are designed to a high quality, with the same quality of external appearance as for market housing.
- (p) Comply with structural and firefighting access and facilities by submitting a Gateway one consultation with the Joint Competence Authority for development above 25 metres containing 1 or more flats.
- (q) For new self-contained purpose built Private Rented Sector (PRS) accommodation to be secured in perpetuity and:
 - I. accord with affordable housing policy with a preference for London Affordable Rent
 - II. be under single ownership and management, and in the event that any units are sold out of the Private Rented Sector a clawback mechanism will be used to secure appropriate financial contributions towards the delivery of affordable housing
 - III. provide an appropriate Residential Management Plan; and
 - IV. offer longer-term tenancies with rent certainty of at least 3 years and no up-front fees
- (r) For new purpose-built shared housing schemes, to only be supported where they:
 - I. are a part of mixed tenureresidential scheme and demonstrate that they contribute to the creation of mixed and balanced communities by not undermining the delivery of conventional self-contained housing supply;
 - II. are located within a designated town centre with a PTAL of 4 or higher, that can absorb intensive usage;
 - III. incorporate a high quality of design and shared space for occupants;
 - IV. provide an appropriate Residential Management Plan;
 - V. provide a commuted sum in lieu of the provision of on-site affordable housing, in accordance with the most up-to-date council guidance; and
 - VI. accord with any relevant guidance published by the Mayor of London.
- (s) Provide 90% of all dwellings as accessible and adaptable dwellings meeting Housing Technical Standard M4(2) and the remaining 10% to be wheelchair user dwellings meeting Housing Technical Standard M4(3), and where nomination for wheelchair housing is given to the Council M4(3)2(b), having regard to Habinteg Wheelchair Housing Design Guide or any relevant superseding guidance.

HOUSING GROWTH

- (t) Meet the short term specialist needs of the Gypsy and Traveller and Travelling Showpeople community by retaining and expanding existing sites in West of Borough and supporting the enhancement of sites to provide up to 3 additional pitches to meet the future needs of Gypsies and Travellers at the Hartlands site and 10 plots for Travelling Showpeople at the Baber Bridge site.
- (u) Ensure any extension to the existing Gypsy and Travellers and Travelling Show People sites in the Green Belt contribute to meeting this identified specialist housing need within the area and does not:
 - I. result in disproportionate additions over and above the size of the original buildings and structures and
 - II. do not have an impact on the visual amenities or the open character of its locality by its size, siting, materials and design.
- (v) Assess new sites for Gypsies, Travellers and Travelling Show people's future needs to meet the additional arising need and the requirements of the draft new London Plan definition by considering the following criteria:
 - I. be available and deliverable
 - II. not have unacceptable environmental effects;
 - III. be well located in relation to the highway network with adequate vehicular and pedestrian access, and have provision for parking and circulation;
 - IV. should have good access to essential services including health and education facilities and access to local shops;
 - V. be well related to existing settlements, and have regard to residential amenity; and
 - VI. with regards to sites for Travelling Showpeople, the development should include appropriate provision for the safe storage and maintenance of equipment.

WE ARE TAKING THIS APPROACH BECAUSE:

4.14 The West of Borough forms part of the Heathrow Opportunity Area, and the council will seek to encourage and deliver the growth potential of the area by supporting jobs and creating housing choice. The ten year target allocated to Hounslow in the draft new London Plan is 17,820 or 1,782 homes per year between 2019-2029. The draft new London Plan also indicates that the Heathrow Opportunity Area can accommodate at least 13,000 homes to help deliver the overall Hounslow target.

4.15 The West London Strategic Housing Market Assessment (2018) establishes the borough's total Objectively Assessed Need (OAN) at 1,911 or 34,280 dwellings over the period 2016-2034, and 1,781 or 44,525 over the period 2016-2041. The housing trajectory (figure 4.4) demonstrates that Hounslow can meet the ten year target, its needs over the plan period, and demonstrate a five year housing land supply. Over the plan period, there is a need for 26,715 homes. The Site Allocation and Capacity Assessment indicated a lack of alternative sources of supply in the borough outside the Green Belt to meet this need in full. The required housing size mix for affordable housing is set out below, in table 1.0.

HOUSING GROWTH

4.16 The 2018 assessment indicates that at the borough level, approximately 40% of housing needs is for affordable units. There is an acute need for social rent units, with approximately 80% of families and individuals in need of this class and only a few individuals who can afford to pay London Living Rent or Affordable Rent as defined in the NPPF.

4.17 Hounslow Council will apply the threshold approach to viability and review in accordance with the most up-to-date Mayoral policy and/or guidance when assessing planning applications and will encourage applicants to maximise the amount of affordable homes that can be delivered through the planning system. Hounslow Council will also encourage applicants to make use of affordable housing grant to increase the overall quantum of affordable housing that can be delivered.

4.18 In accordance with Mayoral guidance, affordable homes should be genuinely affordable for the people they are intended for.

Tenure	Bedrooms			
	1	2	3	4+
Market	10%	23%	54%	13%
Intermediate	11%	41%	33%	15%
Low cost rent (Social Rent)	20%	38%	29%	13%

Table 1.0 Local Housing Need (SHMAA 2018)

Applications will be required to include homes that are affordable to households on a range of incomes, including local average income levels in Hounslow. Applicants will also be required to demonstrate, through their Affordable Housing Statement, how the affordability of the proposed tenure mix compares to local average income levels in Hounslow.

4.19 The Council's starting point is that affordable housing will normally need to be provided on-site. However, if the Council considers that off-site provision would be appropriate because on-site provision is not achievable, or it can be demonstrated that off-site provision would secure more affordable housing, the Council will require the applicant to identify and secure a donor site to provide the affordable housing not being provided on-site. In some circumstances the Council may be able to assist in identifying a suitable site. The Council will have to agree the suitability of any site proposed for off-site provision. Only when it can be demonstrated to the Council's satisfaction that an alternative site cannot be identified will the payment of a commuted sum to the Council to support the delivery and supply of affordable housing be considered. The Council expects these to be exceptional circumstances.

4.20 Heathrow Opportunity Area is a place where there is a significant demand for housing is at a higher density, and therefore the minimum size of new homes must be

kept in check. The Nationally Described Space Standards (NDSS) are therefore adopted in Hounslow and will ensure residents have access to a suitable amount of space in their homes.

4.21 Detailed work has been undertaken as part of the evidence base for the plan to establish the full extent of potential housing growth in the West of Borough up to the period 2035. This has indicated that there could be capacity to deliver additional homes depending on development rates, market conditions for bringing sites forward and the proposed type and density of development proposed. Given the fifteen-year timescales, it is likely sites which are not currently considered available, suitable or deliverable will come forward in future, for example, major new transport infrastructure or estate regeneration schemes which could only come forward following consultation with residents. Therefore, in order to ensure we maximise opportunities for growth, the council will support proposals for supporting infrastructure needed to deliver growth.

4.22 Proposed schemes for Build to Rent will be required to provide a detailed Residential Management Plan of how the housing will be managed and maintained. Standards will be controlled and maintained as the proposed landlord will be required to register with a recognised ombudsman scheme. As part of their Residential Management Plan, applicants should provide details of how the



HOUSING GROWTH

proposal will be appropriately managed to minimise impacts on surrounding properties. This will be secured through a Section 106 agreement.

4.23 Longer tenancies (three years or more) should be available to all tenants. These should have break clauses, which allow the tenant to end the tenancy with a month's notice, any time after the first six months. Within these tenancies there should also be formula linked rent increases that are made clear to the tenant when the property is let and no up-front fees apart from deposits or rent-in advance.

4.24 Applicants will be required to provide evidence to demonstrate that there is a specific need for purpose-built shared housing. Over-provision of one type of housing would have an impact on the ability to achieve a mixed and balanced community. In addition, over-provision could undermine the overall delivery of standard self-contained housing types in the area. Large concentrations of shared housing may also have an unacceptable impact on the amenity of neighbouring residents. Applicants will be required to demonstrate that the proposed location is appropriate and can absorb intensive occu-

pancy rates. This is likely to be in areas of the highest public transport accessibility.

4.25 Applications will be required to provide a detailed Residential Management Plan, secured through a Section 106 agreement showing how the housing will be managed and maintained and that it continues to provide useable shared space for future residents and not a cause of nuisance to other people living nearby.

Purpose built shared housing with common shared areas is unlikely to be provided at a price that is affordable for households identified as having an affordable housing need or be suitable for such households. Purpose built shared housing proposals will be required to provide a commuted sum for the off-site delivery of affordable housing. This will enable more appropriately sized and self-contained affordable housing units to be developed on another site within the Hounslow area. The commuted sum should accord with the affordable housing policy and emerging guidance

4.26 The Council commissioned a joint Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (GTTSANA) (2018) with the West London Alliance in order

	Short term (0-5)	Medium term (6-10)	Long term (11-15)
Gypsy and Travellers	3	3	3
Travelling Showpeople	10	2	3

Table 1.2 Need for Gypsy's Travellers and Travelling Show People over the plan period.

HOUSING GROWTH

to establish objectively assessed needs for these groups for the region and in order to comply with the requirements of the Planning Policy for Travellers Sites (PPTS) 2017 and draft new London Plan. This provides a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople's accommodation needs in the borough for the plan period.

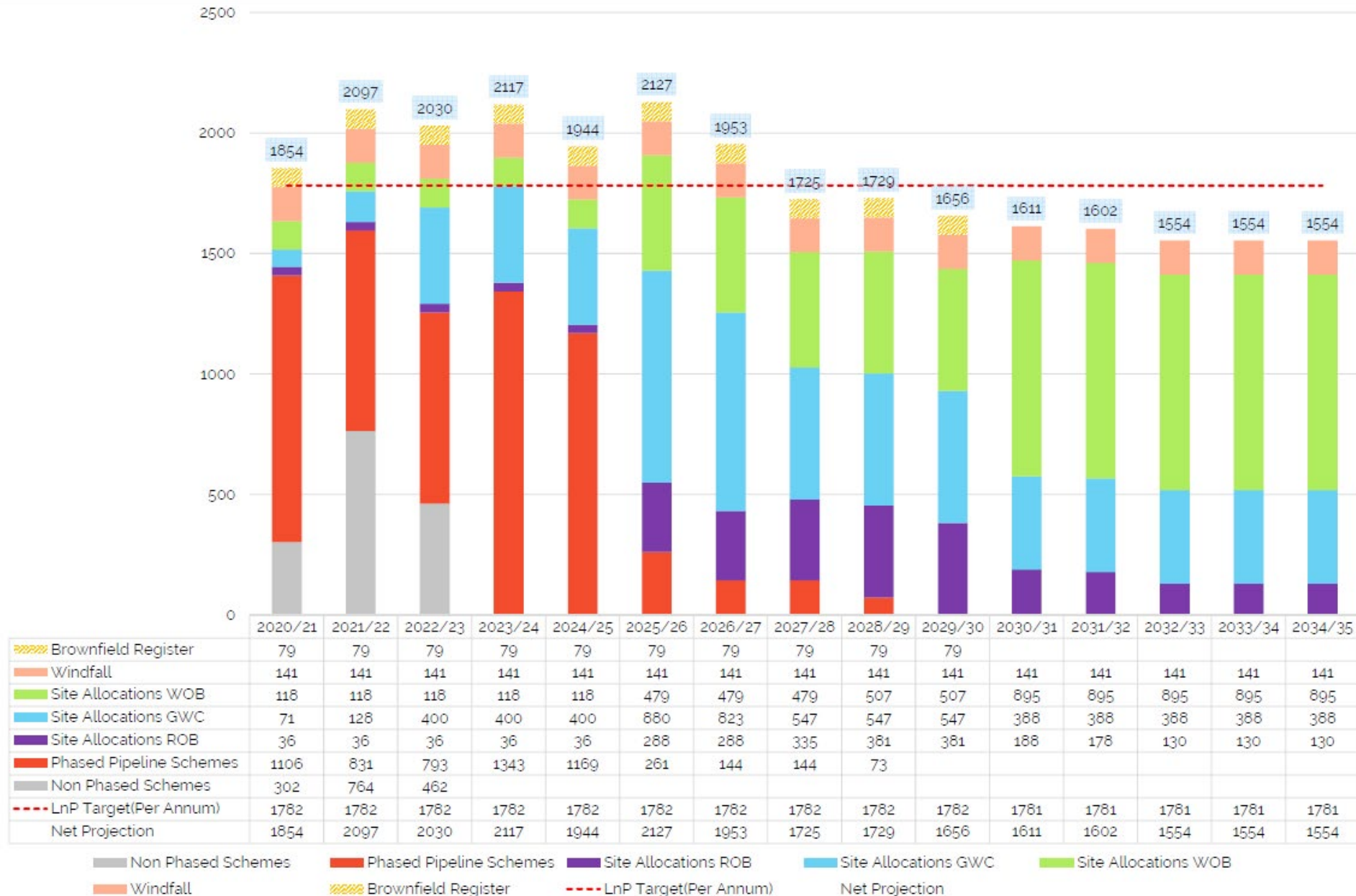
4.27 It identifies a need of 9 Gypsy and Traveller's pitches with 3 pitches needed in the first five years (Short term) made up of two pitches for older teenage children in need of a pitch of their own in the next five years, and one pitch from new household formation, and it identifies a need of 15 Travelling Show people plots with 10 plots needed in the first five years (Short term) made up of four concealed households, five teenage children in need of a plot of their own and one from new household formation (see Table 1.2).

4.28 In order to meet this specialised need the Plan has sought to identify sites that are suitable, available the deliverable through the Site Allocations and Capacity Assessment 2019. This has identified two existing sites washed over by green belt as deliverable for expansion, one at the Hartlands, an existing, Council owned site in Cranford where a limited extension to the site can meet needs arising from the community at this location, and Baber Bridge, a private site on previously developed land adjacent to Hounslow Heath,

which has the potential to be intensified. In both cases proposals seek to minimise impact on the green belt. The Council considers that very special circumstances are likely to exist to justify extension and intensification of these sites to meet the short term needs. The Council will identify additional sites to meet their long-term future need utilising a criteria-based approach to ensure these sites are appropriate, as well as deliverable to meet future need, including that arising from the adopted London Plan and any further guidance is used.

HOUSING GROWTH

Figure 4.4





Housing Growth in the West of Borough

Figure 4.5a

Context

London Borough of Hounslow boundary

West of Borough boundary

Places Policies

London Heathrow Airport

Waterbody

Green open spaces

Site Allocations

Proposed Uses

Residential with employment and community uses

Residential with employment uses

Residential

Residential with community uses

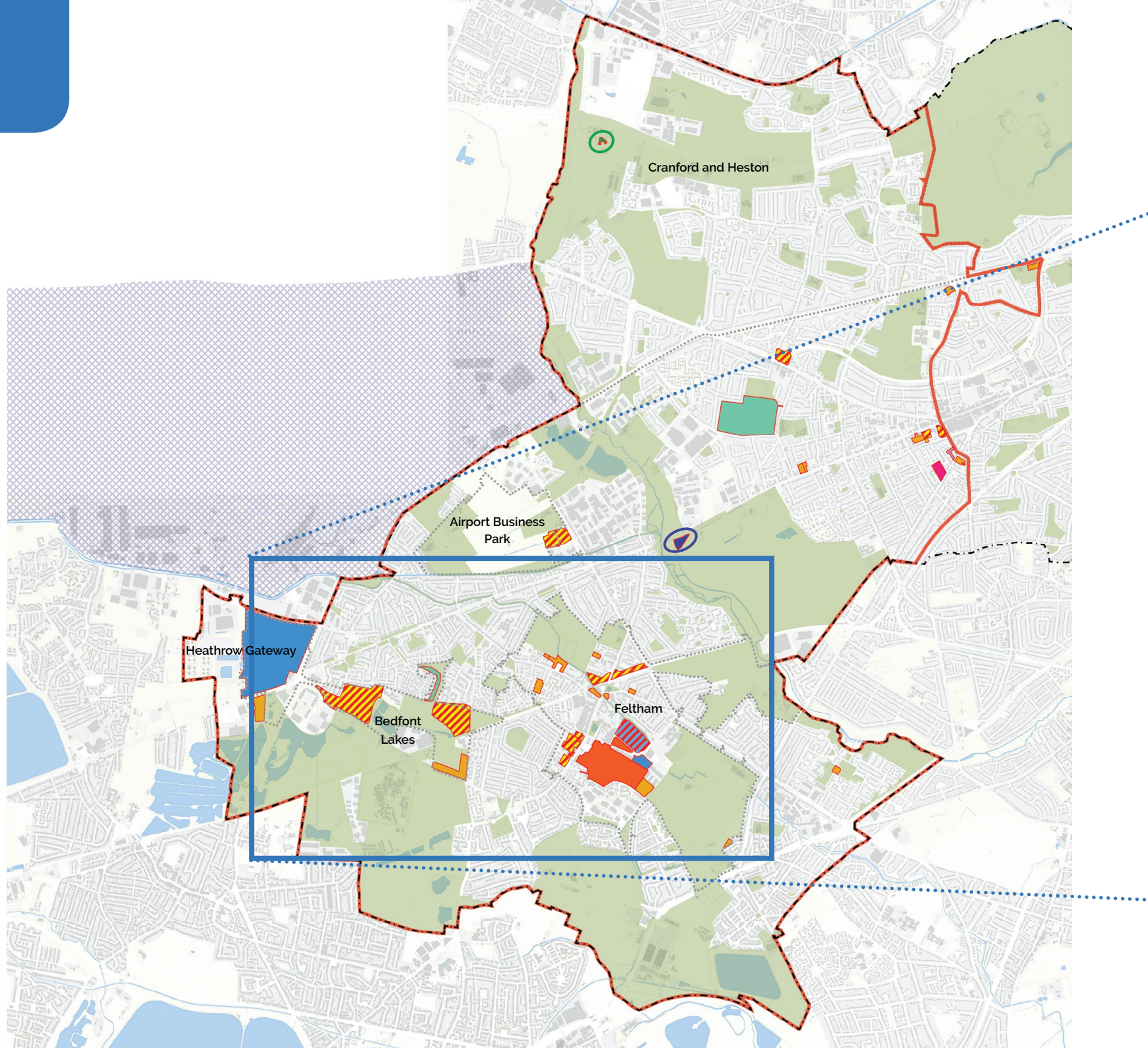
Residential with community and mixed uses

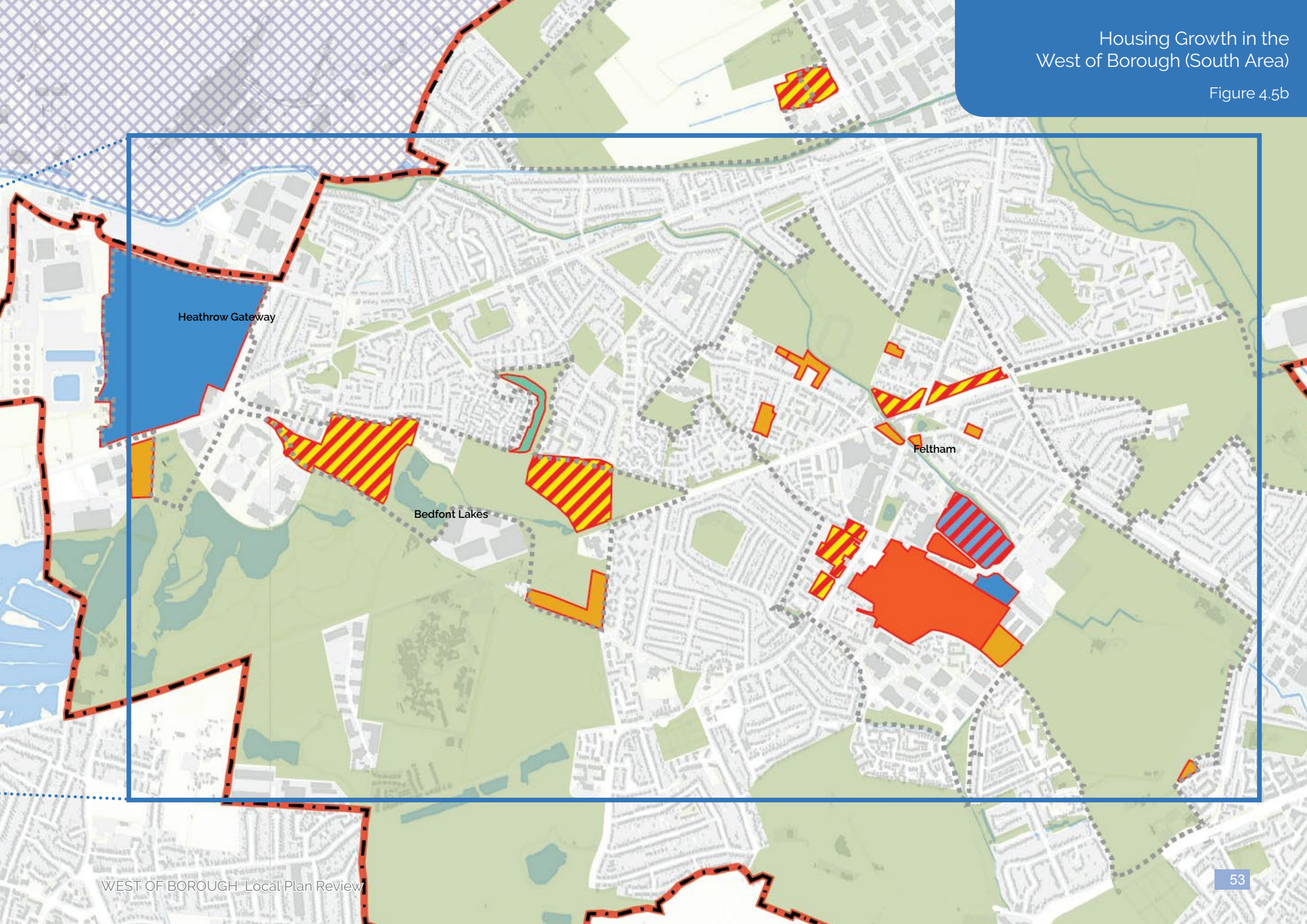
Residential with leisure and retail uses

Residential with Retail Uses

Gypsy and Travellers pitches (0-10 years)

Travelling Showpeoples yard (0-10 years)





HEALTH AND WELLBEING

WHERE WE ARE NOW

1. In West of Borough the life expectancy is 6.3 years lower for men and 4.3 years lower for women. Residents in more deprived areas experience higher rates of infant and child mortality and obesity which contribute to the onset of chronic health problems, diabetes, coronary heart disease, cancer and respiratory diseases.
2. By virtue of the area's close proximity to Heathrow Airport (Britain's busiest airport, which sees 1,280 flights arrive and depart every day), residents and workers in the West of Borough area suffer from adverse health impacts due to direct effects of poor air quality that breach air quality objectives, as well as high levels of noise that not only breach WHO guidelines but are known to cause annoyance, myocardial infarction, and cognitive impairment in children.
3. Hounslow's Joint Strategic Needs Assessment (JSNA) 2017 states that there is a link between air and noise pollution and poor health in areas in Hounslow. In particular, it is clear that long-term exposure can contribute to the development of chronic diseases, risk of respiratory illness and some cancers.
4. Hounslow JSNA 2017 fact sheet shows that obesity is prevalent in about 20% of total adult population in Hounslow. It also shows that 11.5% of Reception aged

children (4-5 years old) were classified as obese, which was higher than both the London average (10.8%) and the England average (9.3%) and 24.6% of Hounslow's children (578) in Year 6 (10-11-year olds) were classified as obese, which was significantly higher than the London and England averages (22.4% and 18.9% respectively). The highest child obesity rates can be found in the West of Borough.

5. The proportion of adults not doing the recommended level of physical activity in Hounslow is significantly higher than both London and England as a whole and rates of inactivity has been increasing. Physical inactivity has a significant impact on resident's mental health and is linked to increases in cardiovascular diseases, Type 2 diabetes, heart disease, obesity and some cancers.
6. Access to social infrastructure such as community leisure centres, health centres, good quality parks and open spaces is varied across the West of Borough. An increase in population will put more pressure on existing social infrastructure and is likely to require the provision of more and better service provision, including the co-location of services to reflect demographic change.

WHAT WE WANT TO ACHIEVE

STRATEGIC OBJECTIVE 7

To encourage shared facilities and co-location of uses and improve the quality, and range of accessibility of services and facilities, such as health, transport, education, training, leisure opportunities and cultural and community activities.

STRATEGIC OBJECTIVE 8

To promote measures to compensate and mitigate the impact of noise and air pollution on all sensitive uses. and to mitigate and adapt to climate change in order to tackle environmental challenges.

STRATEGIC OBJECTIVE 9

To encourage active lifestyles through the provision of improved parks and play facilities connected by a network of green corridors for active travel.

HEALTH AND WELLBEING

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY WOB₃ HEALTH AND WELLBEING

Our approach

The Council will seek to create communities that are healthy, happy, well connected and enabled to realise their full potential through the development of high-quality accessible places with local services to support health, social and cultural wellbeing and reduce inequalities. The Council will also work with partners and key stakeholders to secure a quality of life fund (a package of mitigation and compensation measures) that addresses any negative impacts Heathrow Airport may have on surrounding communities.

We will achieve this by:

- (a) Working with strategic partners and stakeholders to maximise opportunities for compensatory environmental, social and economic benefits from partners such as Heathrow Airport, in order for residents in the West of Borough area to lead happier and healthier lives.
- (b) Working with partners and stakeholders to implement measures across the area that will ensure that health and wellbeing and the natural environment

are not adversely affected by harmful pollution in accordance with the draft new London Plan policy SI1 and the Mayor's SPG on Sustainable Design and Construction (or any relevant superseding guidance).

- (c) Supporting investment in new and expanded primary and secondary schools to meet the needs of the community and its growing population.
- (d) Working with Joint Commissioning groups and other partners to support improvements to primary care facilities and expansion of existing health facilities into health hubs.
- (e) Supporting opportunities for new high-quality social infrastructure and protecting and improving existing facilities, to meet the needs of the population in terms of its location, scale and phasing.
- (f) Supporting interventions and activities that promote social interaction and increase the creative, cultural and leisure offer of the area, such as festivals, theatre performances, community arts, pop up cafes, open air cinema and music events.

- (g) Promoting active lifestyle choices by supporting proposals that use Active Design principles to provide active buildings, enhanced walking and cycling network; the co-location of community facilities; a network of multifunctional open space; and high-quality streets and public spaces.
- (h) Supporting proposals that provide infrastructure for formal and informal physical activity, exercise opportunities, recreation and play in places such as Feltham, Heathrow Gateway, Bedfont Neighbourhoods and Cranford and Heston
- (i) Promoting shared facilities and co-location of community facilities and services into a community hub in areas such as Feltham, Bedfont and Cranford and Heston to serve existing and new residents.

The Council will expect development proposals to:

- (j) Ensure that the health of residents is not jeopardised through exposure to pollutants or their quality of life is not degraded through exposure to exces-



HEALTH AND WELLBEING

sive noise by locating sensitive uses away from existing or planned sources of air and noise pollution, unless appropriate mitigation is provided to reduce such pollution to acceptable levels.

- (k) Demonstrate that health and wellbeing has been considered during the design stages using best available techniques (BATs) to mitigate and minimise any adverse effects on health and quality of life (from soil, noise, water, air and/or light pollution and flood risk). Proposals for major development schemes should also include a Health Impact Assessment (HIA).
- (l) Effectively treat, contain, or control any contamination. Developers will be required to provide Preliminary Risk Assessments (PRAs) where contaminated land is suspected, so as not to:
 - I. expose the occupiers of the development and neighbouring land uses including, in the case of housing, the users of open spaces and gardens to an unacceptable risk;
 - II. threaten the structural integrity of any building built, or to be built, on or adjoining the site;
 - III. lead to the contamination of any watercourse, water body or aquifer; or

IV. cause the contamination of adjoining land or allow such contamination to continue

- (m) Contribute to and/or deliver measures to minimise and mitigate pollution by being air quality neutral and on large scale development subject to Environmental Impact Assessment proposals should demonstrate how they can become 'air quality positive' in accordance with the draft new London Plan policy SI1 and the Mayor SPG on Sustainable Design and Construction (or any relevant superseding guidance).
- (n) Improve resident's quality of life by addressing the local causes of climate change, thereby ensuring that new developments adequately mitigate greenhouse gas emissions through sustainable and zero carbon design per draft new London Plan policy SI2 and build local climate resilience through implementing a range of adaptation measures.
- (o) Contribute to improvements to existing and/or creating new high quality safe and accessible public squares, amenity spaces, open spaces and public realm designed to increase social interaction, innovation and promote play and physical activity.
- (p) Support the creation of a high-quality environment that reduces severance

HEALTH AND WELLBEING

and promotes more physical activity by providing a high quality, safe and convenient walking and cycling network, connecting new development with surrounding neighbourhoods and open spaces.

- (q) Contribute positively to creating high quality places that support healthy communities. The Council will therefore support development that involves the retention and improvement of infrastructure that promote healthy lifestyles, such as leisure facilities and open spaces (including playing pitches, and children’s play spaces) and promotes healthy, economic and sustainable alternatives to private car use.
- (r) Contribute to improvements of existing and/or new high quality safe and attractive open spaces, public realm, public squares and amenity spaces that are designed to increase social interaction and promote play and physical activity.
- (s) Incorporate high quality design of new or enhanced social infrastructure that:
 - I. are accessible and inclusive to all sections of the community; and
 - II. are designed to accommodate a range of community uses wherever possible and the co-location of facilities.

WE ARE TAKING THIS APPROACH BECAUSE:

4.29 The health and well-being of our residents is a prime concern of the Council. The promotion of health and well-being is a key thread running through this Plan and is influenced by many of the policies and objectives within it. There is an important link between the physical and social environment in which we live and how healthy we are, both physically and mentally. This policy seeks to ensure that development in the West of Borough area considers local issues relating to health and wellbeing at an early stage of the planning process in order to positively improve outcomes for the people who live, work and visit the borough. The Health and Social Care Act 2012 places a duty upon local authorities to take such steps as it considers appropriate for improving the health of residents.

4.30 The links between planning and health and wellbeing are found throughout the NPPF and creating and supporting strong, vibrant and healthy communities is a key element of delivering sustainable development.

4.31 Planning can play a pivotal role in influencing key health determinants, especially towards improving long-term outcomes and addressing health inequalities. The determinants of health shown in Figure 4.6 include:

- social and economic environment;
- physical environment; and
- individual characteristics and behaviours.

4.32 The draft new London Plan Policy S1

(Developing London’s Social Infrastructure) outlines how boroughs should proactively plan for the provision of social infrastructure and ensure that development proposals provide high quality, inclusive social infrastructure to address local need. Social infrastructure includes schools, healthcare, library provision, community centres, sports and leisure centres, childcare facilities, emergency services facilities and community recycling centres.

4.33 Policy S2 (Health and Social Care Facilities) states that boroughs should work with key partners to identify and address significant health issues facing their areas. It outlines how the delivery of new or enhanced high-quality health facilities should be supported. Objective GG3: Creating a Healthy City sets out the ways that planning and development can improve Londoners’ health and ensure that the wider determinants of health are addressed in an integrated and co-ordinated way. This should involve taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities by assessing the impact of major developments on health and wellbeing of communities through the use of Health Impact Assessments (HIAs) and tools such as NHS London Healthy Urban Development Unit Rapid HIA tool or Healthy Urban Planning Checklist. The HIA process looks at the positive and negative impacts of a development as well as assessing the indirect implications for the wider community. The aim is to identify the main impacts and seek to maximise benefits and mitigate or avoid potential adverse impacts. HIAs should

be undertaken at the earliest stage possible to ensure that any required alterations to proposals can be made with minimal disruption.

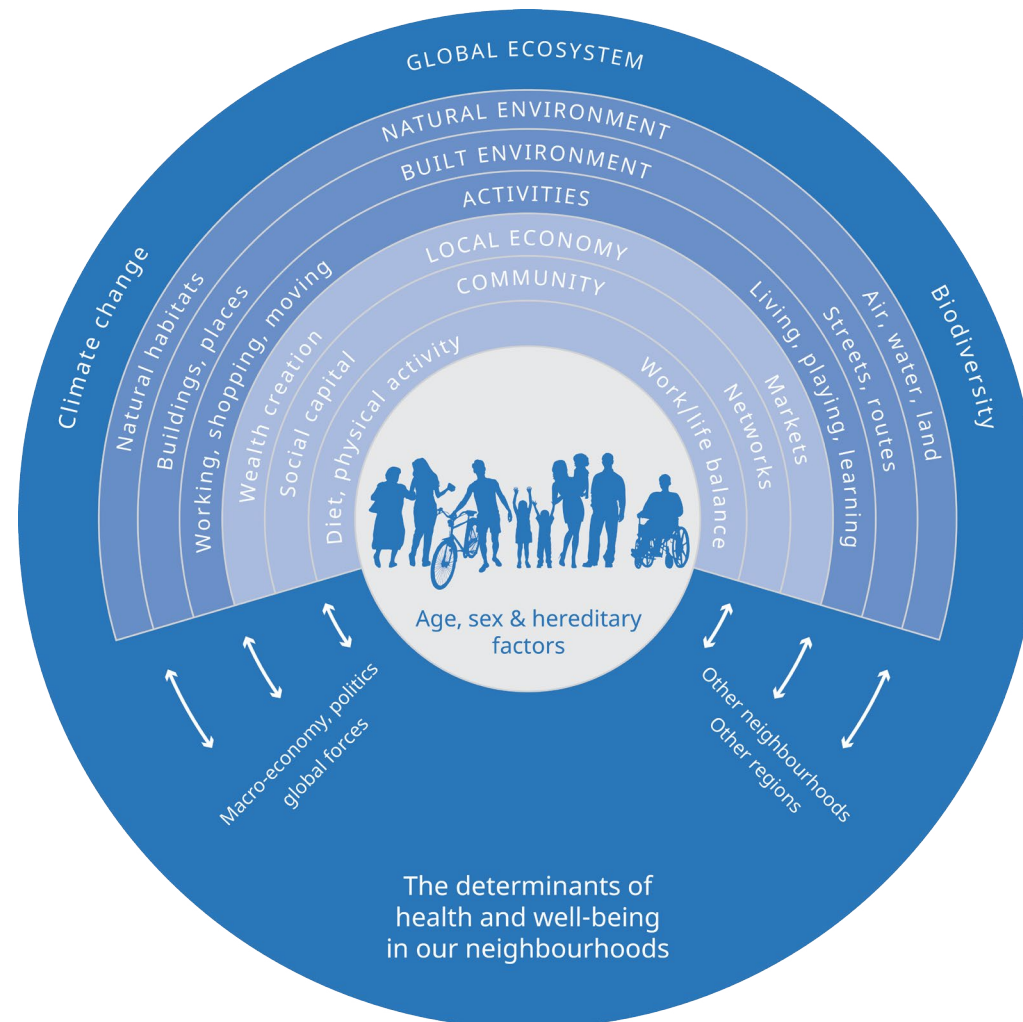
4.34 Development may take place on or adjacent to potentially contaminated land. In order to ensure that occupiers or users are not exposed to health risks and environmental impact is avoided (e.g. on soil, watercourses or waterbodies) the history of the land uses need to be identified and if required used as a basis for any proposed remediation measures in accordance with the Land Contamination Risk Management (LCRM) and Managing and Reducing Land Contamination: Guiding Principles (GPLC).

4.35 Enabling residents to stay active is crucial to their health and well-being but it also contributes to the local economy and relieves stress on the health service. Our green spaces, parks and watercourses not only provide recreational opportunities but contribute to the special character and attractiveness of the area and provide access to nature. Draft new London Plan Policy S4: Play and Informal Recreation and Policy S5: Sports and Recreation Facilities of the draft new London Plan highlight the importance of access to active infrastructure and outline how developments can contribute to the provision and enhancement of play facilities and open spaces. Developments can support physical activity, promote healthy weights and address health problems associated with obesity. This can be done by considering the layout and access to stairwells, ensuring the provision of accessible cycle storage in both homes and workplaces and

providing changing facilities to encourage people to cycle to work. Development can also help promote good physical and mental health by creating streets, spaces and buildings which allow and encourage healthy lifestyles and take into account the amenity of occupiers, considering issues such as noise, access to open space and air quality. Applicants should consid-

er how development will contribute to improving health and well-being and refer to Sport England's Active Design Guidance.

4.36 Air quality and ambient noise have a significant role to play in the health and well-being of occupants. The West of Borough area in particular is affected by poor air quality,



HEALTH AND WELLBEING

and high levels of noise resulting from Air Transport Movements (ATM), ground operations and airport-related road traffic that serve Heathrow, industrial businesses in the borough and other business operations in West London.

4.37 Pollution affects everyone living and working in the borough but can have greater impact on children, older people and those with heart and respiratory conditions. Chapter 15 of the NPPF summarises how developments should be prevented from contributing to unacceptable levels of environmental pollution and should help to improve local environmental conditions where feasible. Furthermore, draft new London Plan policy SI1 requires all development proposals to be at least Air Quality Neutral, whilst Masterplans and development briefs for large-scale development proposals subject to an Environmental Impact Assessment should consider how local air quality can be improved across the area of the proposal as part of an air quality positive approach, where it will be necessary to demonstrate how proposals have considered ways to maximise benefits to local air quality, and what measures or design features will be put in place to reduce exposure to pollution, and how they will achieve this.

4.38 As such, developments in the borough must assess and mitigate the impacts of pollution and seek out opportunities to improve overall environmental quality. Developments should not create new street canyons or introduce a building configuration that inhibits effective pollution dispersion. Development should be designed to be energy

efficient, well insulated and positioned to minimise exposure to elevated levels of pollution by locating sensitive uses away from existing or planned sources of air and noise pollution, unless appropriate mitigation is provided that can demonstrably reduce such pollution to acceptable limits. Other mitigation measure can also include: noise and vibration insulation; buffering between residential and commercial uses in the same building; provision of winter gardens and balconies; use of greenery to buffer residential units from streets; varying of building elevations; increased insulation around stations and limiting direct openings between building uses and stations; buffering rail corridors through planting or use of screens; and locating internal uses in buildings adjacent to rail and industrial sites that are less affected by noise.

4.39 In June 2019, the Council declared a climate emergency. The Council continues to work toward addressing the on-going climate crisis through the various work streams set out in its Climate Emergency Action Plan (2020). The policies contained within this Plan should be read in conjunction with adopted strategic Local Plan (2015) policies EQ1 Energy and Carbon Reduction, EQ2 Sustainable Design and Construction and EQ3 Flood Risk and Surface Water Management (and any subsequent policies), as well as all relevant draft new London Plan policies.

4.40 The draft new London Plan Policy S1 (Developing London's Social Infrastructure) outlines how boroughs should proactively plan for the provision of social infrastructure and

ensure that development proposals provide high quality, inclusive social infrastructure to address local need. Social infrastructure includes schools, healthcare, library provision, community centres, sports and leisure centres, childcare facilities, emergency services facilities and community recycling centres. Policy S2 (Health and Social Care Facilities) states that boroughs should work with key partners to identify and address significant health issues facing their areas. It outlines how the delivery of new or enhanced high-quality health facilities should be supported.

4.41 New development in the borough needs to be supported by health and social infrastructure to ensure residents have access to facilities and services that they may require at every stage of their lives. Facilities should be accessible to all and should be easily reached by walking, cycling or public transport. A key role of this Local Plan Review is to ensure an integrated approach to health and wellbeing planning. Measures set out in these policies play a key part in promoting health and wellbeing and addressing health inequalities in the borough. It is the Council's vision that growth in West of Borough will help to tackle health inequalities. This will be achieved through improvements to the quality, design and location of buildings, the accessibility of social infrastructure, high quality green infrastructure and play spaces, minimising car parking and traffic generation, and taking a Healthy Streets approach to improving the provision of public transportation, pedestrian and cycle networks.

GREEN BELT, METROPOLITAN OPEN LAND AND OPEN SPACE

WHERE WE ARE NOW

1. The Metropolitan Green Belt is a significant feature of the borough and covers around 1,220ha – approximately 21.7% of the borough's land area. As set out in NPPF paragraph 134, the Green Belt has many functions which most importantly for Hounslow include preventing urban sprawl by keeping land permanently open and safeguarding the countryside. There is a significant area of Green Belt to the west of the borough, much of which separates Hounslow and settlements in neighbouring Surrey.
2. Development over time within and adjacent to Green Belt land has meant that some land currently protected as Green Belt no longer serves the purposes of this designation as set out in the NPPF. Nevertheless, much of it still requires protection from inappropriate development and as such the open space designation needs to be changed to a more appropriate designation such as Metropolitan Open Land (MOL), which is given the same protection and weight in policy as the Green Belt.
3. Hounslow's objectively assessed need for both new housing and employment floorspace is great and this puts pressure on brownfield land to accommodate need. Expansion of Heathrow airport (in both two and three runway scenarios) is likely to significantly increase these development requirements.
4. In the context of a limited land supply from other sources and having fully examined all other reasonable options for meeting identified development requirements, the Council has carried out technical work to assess whether there are exceptional circumstances justifying the release of Green Belt sites to help meet the borough's unmet requirements for employment and housing development. The Council considers that exceptional circumstances are demonstrated justifying a small number of Green Belt releases, and that a strategy of releasing a limited amount of Green Belt land to meet development requirements will strengthen the remaining Green Belt and provide more robust defence against piecemeal inappropriate development being proposed through the development management process. The Council believes that this in turn will strengthen the strategic role of the Green Belt and, by taking a plan-led approach to the Green Belt changes, will result in a more sustainable development strategy for the borough.
5. Notwithstanding the above, the network of open spaces needs to be consolidated, and investment directed to them, particularly from new development, to ensure they are of a high quality with very good facilities. Increases in population in dwellings with limited private amenity space increase the need for public spaces, while cuts in funding for maintenance put further pressure on open spaces.

WHAT WE WANT TO ACHIEVE

STRATEGIC OBJECTIVE 10

To protect and enhance the borough's Green Belt, Metropolitan Open Land, open green spaces and create more accessible MOL and open spaces.

STRATEGIC OBJECTIVE 11

To protect and enhance the quality, accessibility and function of green infrastructure and open spaces, whilst improving the ecology of the area and ensuring an overall net gain in biodiversity.



GREEN BELT, METROPOLITAN OPEN LAND AND OPEN SPACE

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY WOB₄ GREEN BELT, METROPOLITAN OPEN LAND AND OPEN SPACE

Our approach

The Council considers that exceptional circumstances have been demonstrated to justify some alterations to the Green Belt boundary. These alterations are intended to ensure a robustly defensible boundary with enduring permanence and to help the borough meet its employment and housing development requirements. The Council will continue to work with its partners and key stakeholders to provide new, enhanced and well-integrated Open Spaces and green infrastructure that provides for a range of functions, serving people and nature across the West of Borough.

We will achieve this by:

- (a) Protecting and safeguarding the extent of the Metropolitan Green Belt and Metropolitan Open Land boundary as shown on the policies map and figure 4.7a and b from inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.
- (b) Safeguarding the Green Belt site in Bedford shown in figure 4.7 and policies map for delivery of strategic transport infrastructure and development needs
- (c) Working with partners and key stakeholders to ensure that green infrastructure in West of Borough area contributes to the All London Green Grid and green loop. New and enhanced green infrastructure and open spaces will be protected, promoted and delivered in a way that ensures that they are well connected and provide a range of functions such as nature trails, increased walking and cycling access to nature; enhanced visitor destinations, sustainable food growing and green skills.
- (d) Working with partners, parks community groups and key stakeholders towards a varied, well-designed, integrated and high quality green infrastructure and open space network, by:
 - I. improving the provision and quality of open spaces in line with the emerging Green Infrastructure Strategy and parks masterplans;
 - II. safeguarding and improving watercourses, ground water quality and Principal Aquifers in line with Water Framework Directive and Thames River Basin Management Plan;
 - III. enhancing the river corridor and the quality and condition of watercourses through naturalisation and floodplain reinstatement, extending meadow areas and creating/ restoring wetlands;
 - IV. improving connectivity along riverside corridors and green spaces and creating a continuous corridor along the River Crane, Longford River and Lower Duke of Northumberland's River for people and wildlife;
 - V. promoting a no net loss in sports facilities and providing opportunities for recreation, natural play and sport facilities;
 - VI. protecting and enhancing Sites of Importance for Nature Conservation (SINC), priority habitats and other ecological features outside of the SINCs

GREEN BELT, METROPOLITAN OPEN LAND AND OPEN SPACE

network, ensuring a net gain in biodiversity;

VII. promoting the multifunctional and shared use of open space for recreation and community activities;

VIII. incorporating climate change adaptation measures, including SuDS and urban heat island mitigation;

IX. incorporating a network of paths and diverse landscapes and, providing appropriate arrangements for the long-term management and maintenance of open space; and

X. encouraging diversity in management and horticultural practices in Hounslow parks and open spaces to support opportunities for green skills sector training.

The Council will expect development proposals to:

(e) Protect the openness of the borough's Green Belt and Metropolitan Open Land. The Council will:

I. resist new development regarded as inappropriate development except in very special circumstances. Any new buildings

or structures or the re-use of buildings should not cause substantial harm to its open character as set out in the National Planning Policy Framework; and

II. support proposals for appropriate uses such as outdoor sport and recreation, which improve access to the Green Belt and MOL areas, where there is no conflict with protecting the openness and nature conservation value of such land.

(f) Contribute where land is released from the Green Belt to compensatory improvements to the remaining Green Belt land and MOL.

(g) Protect existing local open space and contribute to the creation of new open spaces, with a focus on those areas deficient in access to nature, play areas, and publicly accessible recreational open space

(h) Contribute to the delivery of a high quality, well-connected network of multifunctional publicly accessible Green Belt, MOL, open spaces and waterways for walkers and cyclists and proposals set out in Green Infrastructure strategy and masterplans

(i) Achieve at least a 10% net gain in biodiversity in line with industry good practice principles by:

- I. demonstrating that the mitigation hierarchy has been applied to minimise development impacts;
- II. applying a recognised metric for quantifying biodiversity losses and gains that is proportionate to the size of the project e.g. the Defra metric
- III. considering how gains will support local biodiversity priorities;
- IV. demonstrating how these gains will be maintained and protected for the lifetime of the development.

(j) Improve the overall green coverage and ecology of the area by including urban greening from the beginning of the design process with an urban greening factor target score of 0.2 for predominantly industrial development, 0.3 for mixed employment and commercial development and 0.4 for predominately residential development. Measures could include planting trees, creating living roofs and walls and providing habitats for wildlife to increase biodiversity.

GREEN BELT, METROPOLITAN OPEN LAND AND OPEN SPACE

WE ARE TAKING THIS APPROACH BECAUSE:

4.42 Green Belt boundaries are being altered as part of the West of Borough Plan following a comprehensive green belt review, which was carried out in line with guidance in the NPPF and as required by policy SV2 of the Local Plan (2015). A full review of the Borough's Green Belt has not been conducted since 1991.

4.43 It is the role of the Local Plan to define Green Belt boundaries. In determining the borough's Green Belt boundary, the NPPF makes clear in paragraph 136 that, once established, Green Belt boundaries "should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period. Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans".

4.44 In addition, paragraph 138 also states that when drawing up or reviewing Green Belt boundaries, "the need to promote sustainable patterns of development should be taken into account."

4.45 As stated in the Housing section, the Council's Objectively Assessed Housing Need has been identified as 44,525 dwellings over the period 2020-2035, with an average of 1,781 homes per year. The draft new London Plan has identified that Hounslow has the capacity to provide 17,820 homes between 2019/20 – 2029/30, a significantly greater number of homes than was previously required.

4.46 As outlined in the Employment section, the Council has very significant requirements for additional employment land, and were the Heathrow third runway to be constructed, this would be increased further by a substantial amount. The nature of much of this employment land requirement, especially for industrial floorspace, is such that it is essential for it to be located in close proximity to Heathrow. Following extensive site search work, the Council considers that there is insufficient land available from the built-up areas to meet the full extent of these requirements.

4.47 Therefore, the Council considers that exceptional circumstances have clearly been demonstrated at a strategic level which justify release of Green Belt land, in order to ensure that the Council can plan positively to meet the future development requirements of the borough.

4.48 The starting point for the Green Belt Review was an assessment to assess how strongly individual parcels of land in the



GREEN BELT, METROPOLITAN OPEN LAND AND OPEN SPACE

borough meet the Green Belt purposes set out in the National Planning Policy Framework. Following this assessment, the Council also assessed these parcels to determine (a) whether they are developable, (b) whether they could contribute to sustainable development, and (c) whether the benefits they would bring amount to exceptional circumstances for Green Belt release.

4.49 A number of the parcels which were found in the first stage of the assessment not to meet Green Belt purposes strongly were nevertheless assessed as performing an important role as open space, providing valued gaps in the borough's-built form. These were therefore entered into a separate assessment to ascertain whether it would be appropriate to designate them as Metropolitan Open Land, a designation which affords an equal degree of protection as Green Belt.

4.50 This assessment applies the criteria for MOL set out in the draft new London Plan, and where any of these criteria were met, the assessment recommended that these parcels were designated as MOL. The Council considers that it is critical to take these recommendations forward, because the MOL designation has an equal status to Green Belt in terms of the degree of protection it affords land. It is therefore an appropriately strong and robust constraint for land which has been found to be of strategic importance for its open space function.

4.51 In a small number of cases, the Council considers that there are exceptional circumstances for minor boundary adjustments to the Green Belt to establish a robust boundary, ensuring the permanence of the remaining Green Belt.

4.52 The London Plan applies the same level of protection to the Metropolitan Open Land as is afforded to Metropolitan Green Belt, noting that both have an important role to play as part of London's multi-functional green infrastructure and that the Mayor is keen to see improvements in its overall quality and accessibility. Such improvements are likely to help human health, biodiversity and improve overall quality of life.

4.53 Green chains are important to London's open space network, recreation and biodiversity. They consist of footpaths and the open spaces that they link, which are accessible to the public. The draft new London Plan therefore advises that open spaces and links within a Green Chain should be designated as MOL due to their London wide importance.

4.54 Paragraph 138 of the NPPF states that, when conducting Green Belt reviews, local authorities should set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.

4.55 The Council will therefore seek contribu-

tions from development on released Green Belt land for compensatory improvements to land remaining in the Green Belt. The mechanism for calculating and collecting these contributions will be outlined in a subsequent SPD and the implementation of improvements will be based on the schemes outlined in Green Space Strategies and masterplan such as the Colne and Crane Valley Green Infrastructure Strategy and Council Infrastructure Delivery Plan.

4.56 The draft new London Plan policy G6 requires development proposals to secure net gain in biodiversity and Paragraph 171 of the NPPF requires development plans to enhance natural capital, whilst paragraph 175 states that where significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for. Where harm cannot be avoided or mitigated the compensatory measures will therefore be a material consideration in the determination of development proposals. Ecological impacts will be quantified by utilising and taking into account the DEFRA emerging Biodiversity Metric where appropriate.

4.57 Hounslow has a number of existing valued open spaces, nature conservation sites and waterways including those forming part of the Mayor of London's All London Green Grid which offer strategic benefits for people, the environment and the economy, including recreational, biodiversity, and health and wellbeing values.

GREEN BELT, METROPOLITAN OPEN LAND AND OPEN SPACE



4.58 The benefits of green infrastructure and open space can only be fully realised through the delivery of an appropriate quantum, quality and range of green infrastructure and open space and ensuring its appropriate maintenance and management over time. Green infrastructure and open spaces therefore need to be carefully designed and integrated into the area and recognised as an essential part of any development.

4.59 The Council and its partners have continued to prepare a number of assessments, strategies and masterplans for green infrastructure and open space including the All London Green Grid; and Play and Sport facilities within the borough. These assessment, strategies and masterplans seek to:

- Protect and enhance local landscape and environment;
- Make the environment better for recreation and wildlife;
- Improve public access and multifunctional uses of the spaces;
- Guide future partnership working, providing a long-term vision with short term implementation projects; and
- Increase the quantitative and qualitative provision of sport pitches and play spaces within the borough.

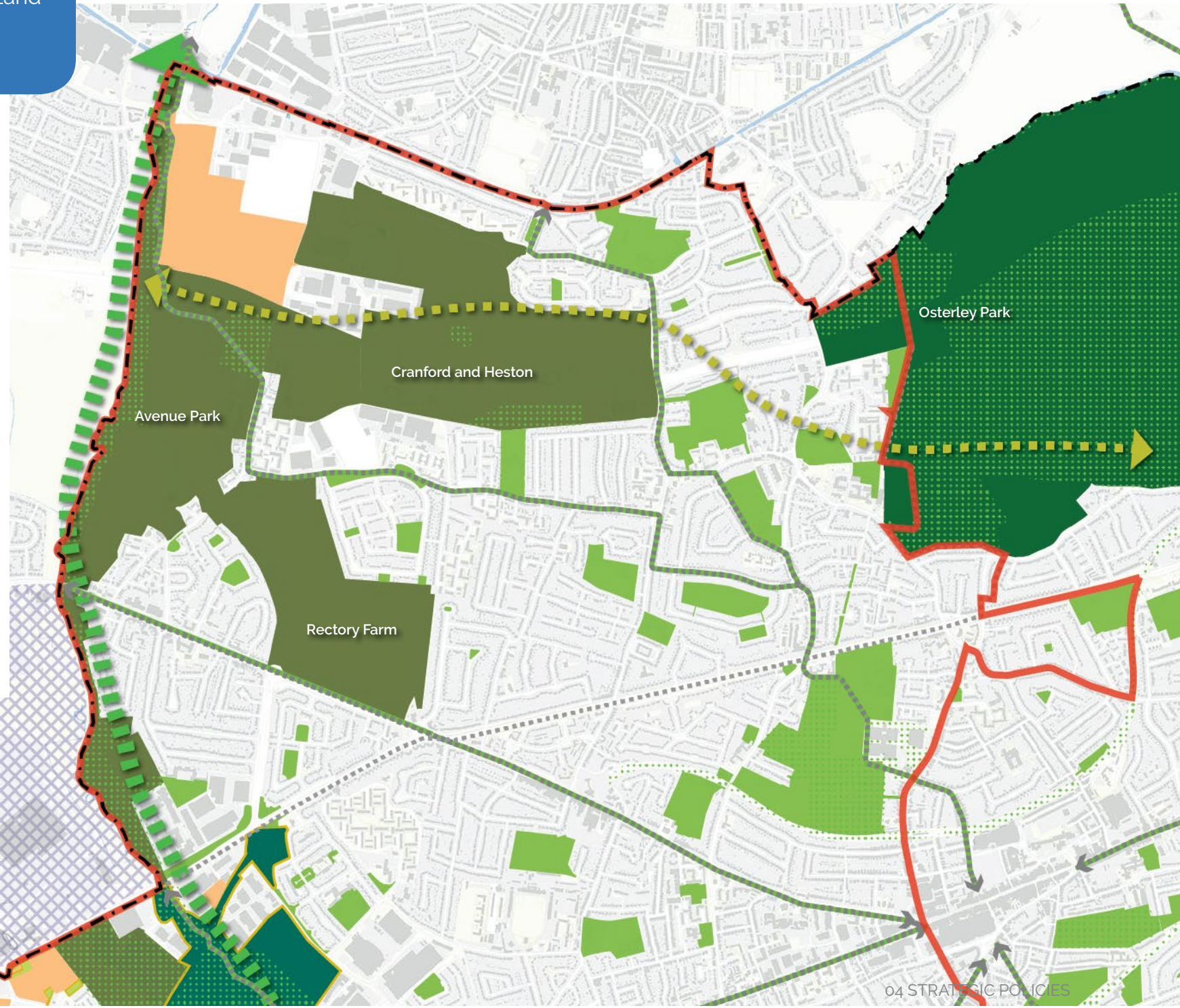
4.60 The Council will ensure that the projects recommended in these strategies and masterplan will be implemented through partnership working. Hounslow Council will also support proposals for sensitive enhancements and improved access to existing spaces and will look to secure planning contributions to support this.

4.61 Developers will be expected to consider green infrastructure and open space provision early in the design process, in terms of its spatial layout, functionality, quality of design and microclimate and long-term management arrangements. They will need to demonstrate how their scheme will achieve the London Plan Urban Greening Factor target in line with draft new London Plan policy G5. This approach aims to secure a minimum amount of green cover on every development site, and to minimise the degree of sealed or paved surfaces in development. In order to optimise green infrastructure provision, developers should score their proposed green infrastructure against the Urban Greening Factor and Green Points System criteria. Developments should seek to achieve the targets set out in the most up-to date mayoral policy or guidance, which at the time of this Local Plan's publication are a score 0.2 for predominantly industrial development, 0.3 for mixed employment and commercial development and 0.4 for predominatly residential development.

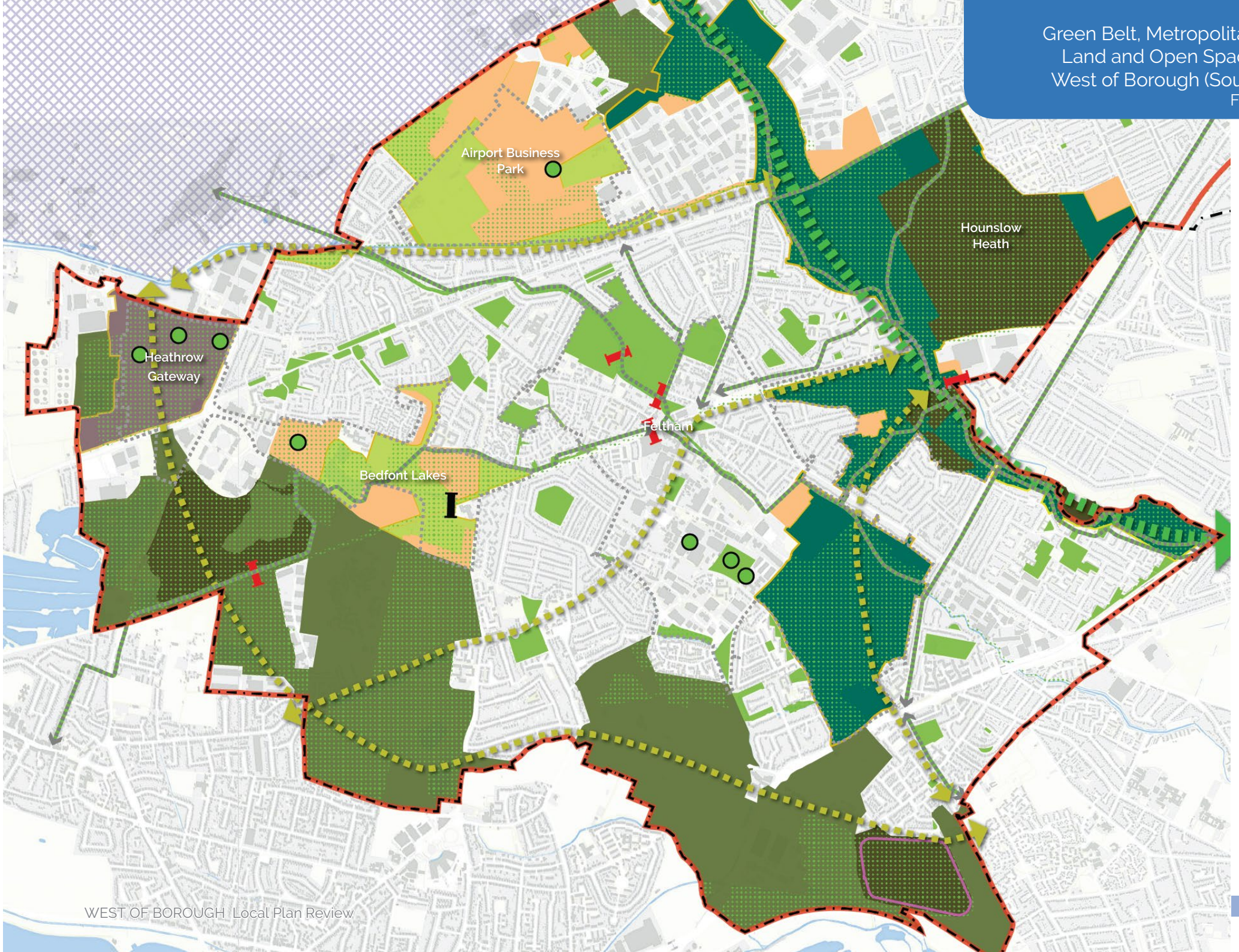


Green Belt, Metropolitan Open Land and Open Space in the West of Borough (North Area)
Figure 4.7a

- Context**
- [---] London Borough of Hounslow boundary
 - [Red outline] West of Borough boundary
 - [Dotted] Places Policies
 - [X X X] London Heathrow Airport
 - [Dark Green] Metropolitan Open Land
 - [Medium Green] Metropolitan Green Belt
 - [Light Green] Local Open Space
 - [Dotted Green] Site of Importance for Nature Conservation (SINC)
 - [Pink outline] Special Protection Area (Ramsar)
 - [Brown outline] Local Nature Reserve
 - [Green Arrow] Local Green Grid Strategic Corridor
 - [Dotted Green Arrow] Local Green Grid Strategic Link
 - [Blue] Waterbody
- Metropolitan Green Belt proposed for:**
- [Dark Green] Metropolitan Open Land
 - [Light Green] Local Open Space
 - [Brown] Safeguarded
 - [Orange] Development Land
- Proposed**
- [Green Arrow] Pedestrian/cycle route
 - [Red I] Pedestrian/cycle railway bridge
 - [Black I] Pedestrian/cycle/vehicular railway bridge
 - [Green Circle] New public space



Green Belt, Metropolitan Open Land and Open Space in the West of Borough (South Area)
Figure 4.7b



DESIGN AND HERITAGE

WHERE WE ARE NOW

1. There are seven conservation areas in West of Borough and four scheduled ancient monuments. There are also a diverse range of listed buildings in the area, including the Grade II* listed waterworks at Kempton to the Grade II Hanworth Park House. Additionally, there are a number of locally listed, non-designated assets in the West of Borough, which celebrate locally significant buildings, sites and structures. There are also several heritage assets on the Heritage at Risk Register, including Feltham House and the Cavalry Barracks' Keep. New developments are expected to aspire to a heritage led regeneration approach, either through these assets being sensitively incorporated, where appropriate, into new development; or neighbouring sites being developed to complement the significance of the historic environment.
2. The West of Borough is characterised by fragmented suburban growth, major transport infrastructure and greenbelt. Suburban housing developments, office and industrial parks are found in the district centre of Feltham and the local centres of East Bedfont, Cranford and Heston.
3. Well-designed environments are essential for the health and long-term happiness of the borough's residents. It is important

that all new development achieves the highest standards of design and placemaking. Well-designed high density and /or tall building development can play a positive role in creating vibrancy and a sense of place. To be successful, such buildings should be exemplar and ensure the creation of a liveable place.

4. Issues identified in conservation area appraisals for West of Borough include: densely used traffic routes leading to street clutter, poor shop maintenance and signage; pressure on the character of 20th century estates; impact on small-scale settlement patterns and local characters; impact on historic plan layouts and the impact of the M4 roadway on fine grain suburban settlement.
5. Poor public realm, due to dominance of the car, and poor-quality connections between surrounding communities, make it unattractive and difficult to navigate and add to perceptions of poor safety. Improving the image of area is important in attracting new investment and encouraging people to want to live and work in the borough.

WHAT WE WANT TO ACHIEVE

STRATEGIC OBJECTIVE 12

To provide a high-quality environment with well-designed buildings and spaces.

STRATEGIC OBJECTIVE 13

To conserve and where possible enhance the historic environment and to ensure that high quality new development integrates, respects, conserves and enhances the area's natural environment and built heritage.



DESIGN AND HERITAGE

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY WOB₅ DESIGN AND HERITAGE

Our approach

The Council will seek to preserve and enhance the historic environment. The Council will also seek to transform those areas where opportunities exist to establish a high quality coherent urban form and character by working with developers and partners to establish a series of places, or reinforce existing places building on their individual identities, strengths and special features.

We will achieve this by:

- (a) Working with developers, communities and other partners, such as Heathrow and Historic England, to deliver Heritage Interpretation, Design and Management Strategies.
- (b) Working with developers, communities and other partners in the production of design codes and the use of our Design Review Panel to create good, liveable and connected places with their own strong characters and identities which reference the area's existing heritage and character

- (c) Working with partners to deliver a public realm that respects, enhances and creates local character and distinctiveness with well-designed landscaping, consistent high-quality palette of materials for pavement, walking and cycling facilities, furniture, signage and lighting; and active and attractive frontages to adjoining streets.
- (d) Promoting a range of public realm and shop front improvements in conservation areas and Neighbourhood and Local Centres including Feltham, Cranford and Heston.
- (e) Promoting the reuse of vacant or underused heritage assets and settings including improvements to open spaces and the public realm
- (f) Supporting Heritage Action Zone initiatives, public art and heritage trails that create a sense of place and celebrate the area's historic assets, making it more attractive to residents, businesses, tourists and investors.

The Council will expect development proposals to:

- (g) Conserve, restore and enhance designated and non-designated heritage assets and their setting giving great weight to the assets' conservation. Harm should be avoided in the first instance, where proposals lead to:
 - I. less than substantial harm, this harm will have to be weighed against the public benefits of the proposals including, where appropriate, securing its optimal viable use
 - II. substantial harm, consent will be refused unless it can be demonstrated that the harm was necessary to achieve substantial public benefits that outweigh the harm.
- (h) Bring heritage assets back into meaningful use where they have been left empty, abandoned or underused, including using enabling development where appropriate and consistent with their conservation.
- (i) Make best use of redevelopment opportunities whilst respecting and enhancing the area's distinctive character and historic environment set

DESIGN AND HERITAGE

out in the Borough Character and Context Study. The Council will require high quality, durable, robust and sustainable building materials that contribute to local character.

- (j) Be subject to a high quality and comprehensive design process, where appropriate using the Council's Design Review Panel, resulting in high quality design outcomes that respects:
 - I. the historical context and townscape setting of the site, and its sense of place;
 - II. the scale, mass, form and grain of surrounding development and connections to it;
 - III. the relationship of the proposed development to the existing townscape, including the local street pattern, local landmarks and the skyline;
 - IV. the local design context and character, including the prevailing rhythm and articulation of frontages, local building materials and colour, and locally distinctive architectural detailing thereby promote and reinforce local distinctiveness;
 - V. the local landscape context and where appropriate should provide high quality landscaping and public realm with good permeability;

VI. the amenity of neighbours and must be designed in accordance with the draft new London Plan internal space policies;

VII. sustainability objectives; including adaptation to, and mitigation of, the effects of climate change;

VIII. circular economy principles in the design and implementation of energy including heating and cooling, water and waste infrastructure as set out in draft new London Plan; and

IX. the principles of Accessible and Inclusive Design, Secured by Design and Sport England's Active Design

(k) Deliver landmark and tall buildings of the highest architectural quality in appropriate locations including those identified in the Feltham Masterplan and Places Policies and in locations around well-connected public transport interchanges. For tall buildings to have a positive impact on their surroundings, proposals should clearly demonstrate through appropriate townscape analysis, including verified views, how they positively contribute to an elegant skyline.

(l) Provide a balanced approach between security and design of development that maximises buildings' resilience and fire safety in accordance with the latest

Building Regulations and London Plan policies. Applications for development above 25 metres containing 1 or more flats should submit the outcomes of Gateway one consultation with a Joint Competence Authority.

- (m) Be consistent with the aims of conservation of heritage asset's significance, including securing its optimum viable use where changes of use are proposed and any alterations that are required resulting from the proposed use.
- (n) To undertake a full assessment of the impact of the proposal on Archaeological Priority Areas and Scheduled Ancient Monuments, with advice on the appropriate mitigation measures in cases where excavation is justified.
- (o) Support high quality shop front design and signage that make a positive contribution to the existing and future townscape including delivering high quality, active, façade design and maximising the delivery of positive frontages with particular attention paid to corners, entrances and openings.
- (p) Create a high-quality public realm that positively contributes to street frontages, connecting with surrounding streets and establishing through routes that improve legibility and movement through places.

DESIGN AND HERITAGE

WE ARE TAKING THIS APPROACH BECAUSE:

4.62 The draft new London Plan identifies that the West of Borough plan area sits within one of Greater London's Opportunity Areas. Opportunity Areas have the potential to deliver a substantial amount of the new homes and jobs that London needs but the London Plan and West of Borough Plan both recognise that implementing good urban design, which includes considering the relationship between developments and existing streetscapes and character and the impact a development may pose amenity, will be crucial to unlocking sites and driving the right sort of development. This will inevitably be important for all developments, but as schemes with noticeable increases in density come forward, these considerations become that much more important.

4.63 National Planning Policy and Guidance encourages the delivery of sustainable development that contributes to building a strong, responsive and competitive economy; supports vibrant and healthy communities; and contributes to protecting and enhancing our natural, built and historic environment.

4.64 Paragraph 124 of the NPPF identifies that good design is a key aspect of sustainable development. Paragraph 125 of the NPPF states that "design policies should be developed with local communities so that they reflect local aspirations and are grounded in an understanding of each area's

defining characteristics." Paragraph 127 of the NPPF states that planning policies and decision should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, buildings types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience



4.65 Draft new London Plan Policies D1 and D4 work together to embed good design principles from the outset of the design process and ensure these are carried through to the completion of a development. As change is a fundamental characteristic of London, respecting character and accommodating change should not be seen as mutually exclusive. Understanding of the character of a place should not seek to preserve things in a static way but should ensure an appropriate balance is struck between existing fabric and any proposed change. Opportunities for change and transformation, through new building forms and typologies, should be informed by an understanding of a place's distinctive character, recognising that not all elements of a place are special and valued. Policies D4-D9 have also informed our policies.

4.66 The draft new London Plan Policy D9 'Tall Buildings', is the primary policy with regard to tall buildings. It states that tall buildings should be part of a plan-led approach and that local authorities should identify in Development Plans, locations where tall buildings are appropriate in principle and indicate general building heights that would be appropriate. The Council considers that tall buildings in the West of Borough should not be less than 20 metres measured from ground to the floor level of the uppermost storey as set out in Local Plan Policy CC3 (Tall Buildings).

80 metres high
20 storeys at 4 metres per storey

60 metres high
20 storeys at 3 metres per storey

Ground Level

Residential

Commercial

4.67 The borough conservation area appraisals, Character and Context Study and Masterplans evidence identifies the various elements of the character of the West of Borough and areas for preservation and enhancement, should the third runway and southern rail access come to fruition, the look

and feel of the area will change in some regards and likely intensify in others. This creates challenges, but also opportunities for new development to blend harmoniously with its surrounding heritage asset and setting by bringing together old and current architectural styles and street forms,



DESIGN AND HERITAGE

incorporating heritage assets into new development and enabling them to be appreciated better by improving their surroundings. Where appropriate, a heritage-led regeneration approach will ensure that the historical narrative of the West of Borough remains coherent and can be understood as part of the current context and the role it has played in creating that context.

4.68 Making best use of redevelopment opportunities in areas such as Feltham will provide new attractions and uses, to help meet housing, retail and other needs and help achieve sustainable development. In light of these redevelopment and growth opportunities in the West of Borough the Council recognises that the scope for taller buildings is greater, but that taller buildings will of course need to be carefully controlled and limited to appropriate locations. Tall buildings will need to address the setting, context and pedestrian scale through elements such as active frontages, which can knit a taller building better into its context as well as adding interest and vitality to the area and make places feel safer as they offer natural surveillance. The Council is committed to better design and the creation of attractive, exciting and sustainable places in the Opportunity Area. It will implement this policy through: pro-active work with land and property owners and developers, especially in relation to the five places identified in this plan.

4.69 Local planning authorities are required, under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to have special regard towards the preservation or enhancement of the character or appearance of Conservation Areas. The legislation is supported by the NPPF where there is a presumption in favour of sustainable development and the desirability of new development making a positive contribution to local character and distinctiveness (Paragraph 185).

4.70 The distinctive historic environment of the West of Borough and surrounding areas are important assets, which need to be conserved and enhanced. We will expect heritage statements to accompany all proposals affecting heritage assets. These should include a description of the significance of any heritage assets and their settings affected and an analysis of the resultant impact of the development on the significance of the heritage asset and its setting. The level of detail of this material should be proportionate to the significance of the asset affected.

4.71 We will expect Heritage Impact Assessments to accompany all major proposals affecting heritage assets. These should include a description of the significance of any heritage assets and their settings affected and an analysis of the resultant impact of the development on the significance of the heritage asset and its setting. The level of detail of this material

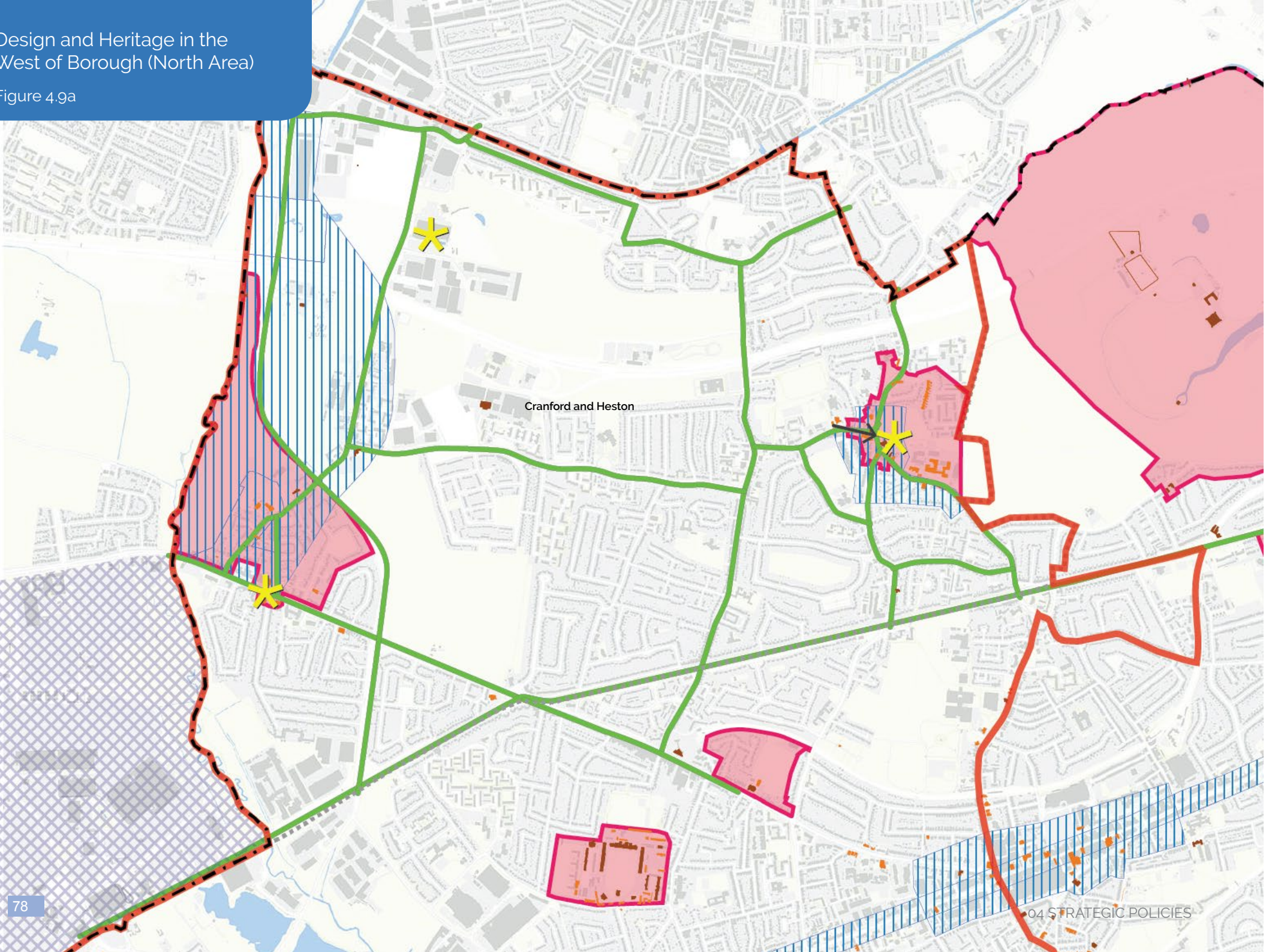
DESIGN AND HERITAGE

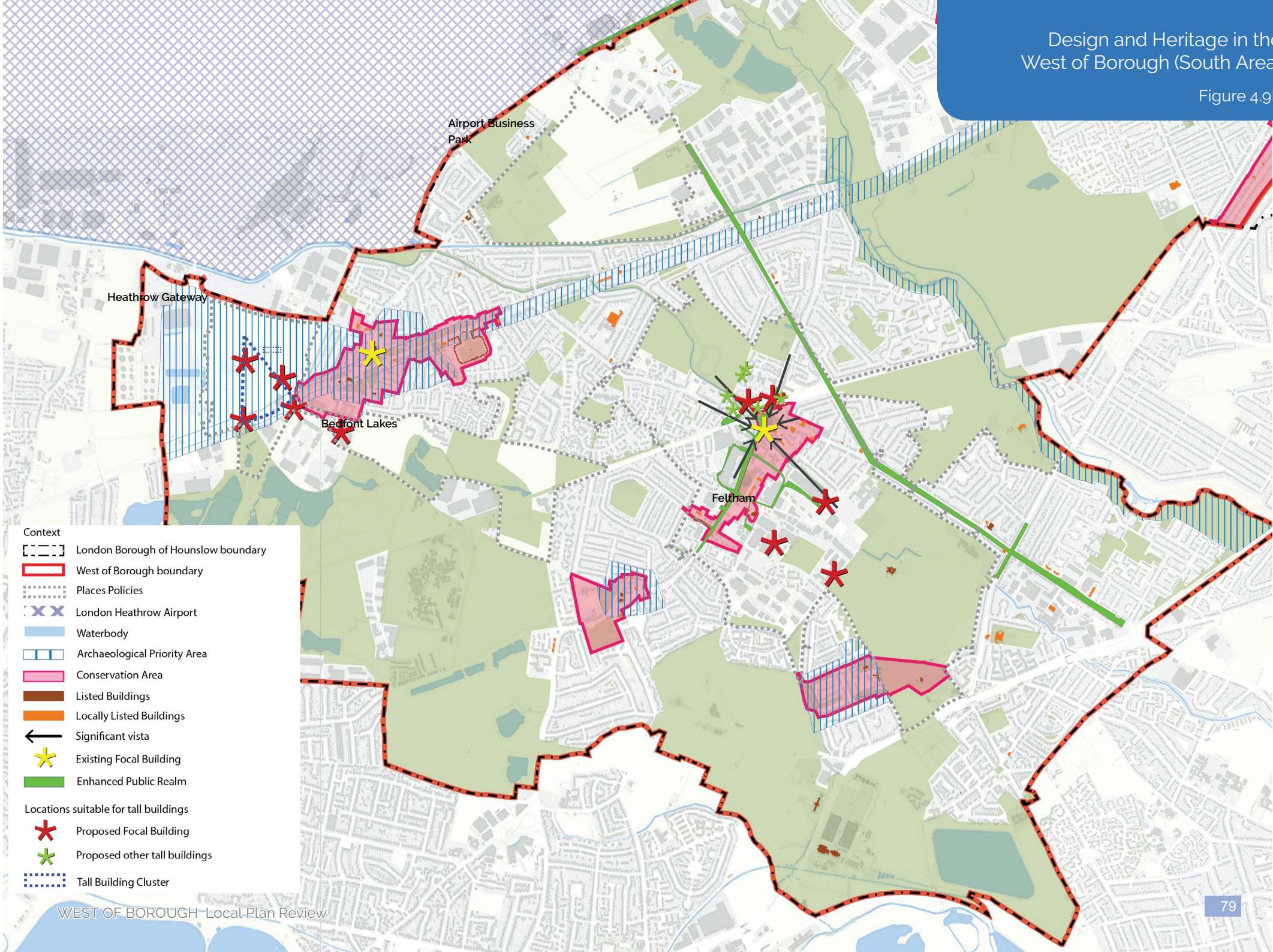
should be proportionate to the significance of the asset affected.

4.72 We will also expect the alterations and extensions to listed buildings to sympathetically respond to the character and historic fabric of the building. They should relate sensitively to the architectural detailing, materials and style of the original building and any later phases of work which contribute to significance. Applicants should identify and protect those elements which contribute to special interest. Historic fixtures and fittings can be at risk of damage or theft when buildings are vacant, undergoing work or on the market and applicants should consider how this risk will be managed. If such features are damaged or stolen, we will require their reinstatement. In general, the best use for a listed building will be that for which it was built, and this will very often be part of its significance. However, most listed buildings need to remain economically viable to be conserved in the long-term, and suitable and sensitive changes of use can help secure this. Where a change of use is proposed, the building should, so far as possible, be capable of being converted into the new use without harmful extensions or modifications, with particular consideration given to issues such as fire protection, sound proofing, floor loadings, servicing and access.



Figure 4.9a





- Context**
- London Borough of Hounslow boundary
 - West of Borough boundary
 - Places Policies
 - London Heathrow Airport
 - Waterbody
 - Archaeological Priority Area
 - Conservation Area
 - Listed Buildings
 - Locally Listed Buildings
 - Significant vista
 - Existing Focal Building
 - Enhanced Public Realm
- Locations suitable for tall buildings**
- Proposed Focal Building
 - Proposed other tall buildings
 - Tall Building Cluster

CONNECTING PEOPLE AND PLACES

WHERE WE ARE NOW

1. With the exception of Feltham Town Centre, Hounslow West and Hatton Cross, there is limited access to public transport throughout the West of Borough. Public Transport Accessibility Level (PTAL) of moderate to poor across area.
2. Public transport services from the West of Borough area to Heathrow Airport and central London are limited and concentrated on a small number of routes.
3. Heathrow Airport growth, alongside associated development, will place further pressure on existing transport infrastructure.
4. There is traffic congestion in Feltham Town Centre and surrounding areas, leading to poor air quality, reduced public transport reliability and increased noise pollution.
5. In some areas cycling routes are severely limited or non-existent. In areas where cycle networks are present they can be disjointed and/or poorly marked.
6. Walkability within the West of Borough area is limited, with pedestrian access routes intersected by barriers such as the railway line, water ways, and impermeable development. Key pedestrian routes can be of poor quality, hostile and illegible.

WHAT WE WANT TO ACHIEVE

STRATEGIC OBJECTIVE 14

To increase public transport options by supporting the delivery of strategic rail links, new and enhanced bus services and high-quality connections to and from transport hubs and key local and strategic destinations.

STRATEGIC OBJECTIVE 15

To reduce unnecessary car travel, reduce congestion, improve air quality and health and wellbeing through the delivery of targeted highway improvements, electric vehicle infrastructure, attractive walking and cycling routes, enhanced car-sharing options and limiting the offer of car-parking where appropriate.

STRATEGIC OBJECTIVE 16

To promote ways to reduce the impact of construction, servicing and delivery trips.

STRATEGIC OBJECTIVE 17

To positively meet our duties to deliver our strategic and local growth needs, linked to effective infrastructure planning and delivery.



CONNECTING PEOPLE AND PLACES

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY WOB6 CONNECTING PEOPLE AND PLACES

Our approach

The Council is committed to working with strategic partners, stakeholders and developers to expand and enhance the West of Borough transport infrastructure and implement measures that will be provide attractive alternatives to the private car in order to reduce car dependency in-turn helping to mitigate the impacts of growth on the environment.

We will achieve this by:

- (a) Continuing to work with the community and strategic transport partners such as Network Rail, the GLA, DfT, TfL, and developers to improve overall connectivity in the area.
- (b) Working with partners, stakeholders and developers to improve public transport services and infrastructure across West of Borough and measures to promote walking and cycling. The following schemes have been identified but this would not preclude other schemes that may come forward during the plan period:
 - I. actively supporting and safeguarding land for the delivery

of a potential new Heathrow Southern Rail Access station and rail line;

- II. improvements to London Underground and rail capacity and services across the West of Borough;
- III. London Underground and Rail station access and interchange improvements including step free access and improved bus/train interchange facilities/services, particularly at Hounslow West and Feltham stations;
- IV. improvements and extensions to bus services and infrastructure, e.g. improvements to frequency and duration of services (such as Sunday services), bus priority measures, extending the areas served by bus routes, improved bus stops and real time information; and
- V. improvements to walking and cycling infrastructure, including both new segregated cycle and shared paths, improved footways and crossings and new cycle 'Quietways'.

- (c) Working with Transport for London and bus operators to deliver zero exhaust emission bus services and routes across the area.
- (d) Encouraging the safe, reliable, and efficient movement of freight through the West of Borough area. This would need to be done in a manner that balances the environmental concerns of the area with the needs associated with growth including the potential expanded freight need from Heathrow Airport.
- (e) Applying a Healthy Streets approach to deliver liveable neighbourhoods, enhanced walking and cycling routes and infrastructure that reduces traffic speed, promote safe streets and active travel, better connecting key destinations such as Heathrow Airport, Feltham Town Centre and other employment sites with surrounding neighbourhoods. This includes facilitating the development of the Greenway cycle routes along the Longford River (linking Hanworth Park to Feltham Town Centre) and along River Crane (linking Heathrow with Twickenham via Feltham and Hanworth) and other cycle routes as set out in the Council's Local

CONNECTING PEOPLE AND PLACES

Implementation Plan (LIP).

- (f) Working with key stakeholders to reduce traffic congestion and improve air quality, noise pollution and pedestrian and cycle safety in traffic hotspots. This is especially relevant in existing traffic hotspots such as Feltham Town Centre.

The Council will expect development proposals to:

- (g) Contribute towards the delivery of new strategic and local transport infrastructure whether through CIL, Section 106 contributions, or Section 278 works to ensure:
 - I. cumulative expansion and improvement of the transport network can be achieved to accommodate the level of growth envisaged in this Plan;
 - II. active and sustainable travel measures are promoted through the delivery of safe, attractive and high-quality routes; and
 - III. local transport infrastructure or service improvements are provided that will mitigate the impacts of development and minimise unnecessary vehicle trips.
- (h) Improve public transport infrastructure provision and the network in West of Borough by contributing to:

- I. improvements to public realm outside underground and rail stations and improved walking and cycling connections to encourage greater use of the train services;
- II. safeguarding land used for existing public transport purposes unless alternative facilities and land can be provided to enable existing transport operations to be maintained. Land and route alignments to implement future transport proposals that have a reasonable prospect of delivery, including public transport, walking and cycling infrastructure, will be incorporated into development proposals; and
- III. improvements and extensions to existing and future bus network and infrastructure, including the range of interventions identified within the Infrastructure Delivery Plan to provide a comprehensive and coherent bus network in West of Borough including priority measures where appropriate.
 - (i) Reduce air quality impacts by providing infrastructure for electric vehicles and car sharing programmes.
 - (j) Incorporate legible and safe pedestrian and cycle routes within site design and provide cycle parking facilities in accordance with the appropriate standards in the Local Plan, draft new

London Plan, London Cycle Design Guide, and West London Cycle Parking Guidance. Development proposals will be expected to contribute towards an attractive and high-quality walking and cycle routes and infrastructure which links to existing network and to key local and strategic destinations such as town centres, retail and leisure uses, and transport infrastructure.

- (k) Ensure Healthy Streets are an integral part of the design of new development by providing an accessible and well-connected public realm with a hierarchy of routes defined by developments with an outward facing, vibrant, street level frontage that provides activity and animation for street users, and demonstrate how the ten Healthy Streets Indicators have been incorporated into the design.
- (l) Limit the provision of car parking where appropriate for the PTAL levels in the area, ensuring that parking is provided in full accordance with draft new London Plan policies. Development proposals will also need to incorporate an adequate provision of spaces for disabled persons parking and active and passive charging facilities for EV or Ultra-Low Emission vehicles as required by the draft new London Plan.
- (m) Provide appropriate on-site facilities to ensure that deliveries and servicing can be accommodated, and efficiency

CONNECTING PEOPLE AND PLACES

maximised, taking into account the increasing demand in on-line deliveries. Developers will be expected to submit Delivery and Servicing plans written in accordance with current borough and TfL guidance that ensure deliveries will be actively managed by the developer and/or their tenants to ensure that all impacts of deliveries will be minimised. These must consider and include measures such as low-emission, freight consolidation, last mile delivery modes and centralised delivery management and facilities.

- (n) Include Transport Assessments and travel plans where appropriate that are in accordance with current TfL guidance placing Healthy Streets and active travel at the heart of new development.

WE ARE TAKING THIS APPROACH BECAUSE:

4.73 The Council's vision of an integrated, sustainable and active transport network in the West of Borough area is aligned with the transport strategy outlined by the Local Plan Policy EC2, promoting active and sustainable modes of travel such as walking, cycling and public transport, taking a comprehensive approach to reduce unnecessary car trips, reduce traffic congestion, improve air quality and ensure the safety of all road users. The Borough's Local Implementation Plan for Transport 2019-2041 (LIP) outlines nine council objectives for enhancing transport and connectivity throughout Hounslow. The LIP seeks to create a transport network and public realm that will enable and encourage the development of a prosperous, healthy, accessible and safe environment for all. The LIP supports the local plan reviews by planning for an active and sustainable transport network over the next 22 years that unlocks the delivery of new homes and jobs across the borough. On a wider scale, the local plan reviews aim to align with the Mayor's Transport Strategy Healthy Streets Approach and mode share targets by creating and facilitating active, efficient and sustainable travel in a high-quality environment.

4.74 The LIP objectives and delivery plan support the delivery of the Transport and Connectivity policies in the West of Borough

Local Plan review as they outline a transport network that seeks to reduce emissions, reliance on the private car and traffic congestion and make streets safe, accessible, and attractive. Improving active and public transport networks throughout the Local Plan Area will give people a realistic choice of how they choose to travel and therefore reduce emissions and reduce congestion. The LIP three-year delivery plan 2019/20-2021/22 highlights the critical role buses play within the borough as the primary mode of public transport for many residents and has the objective of improving road infrastructure to support a more reliable bus network. The provision of pedestrian and cycle friendly road networks in and around Feltham town centre and along major routes linking town centres, Heathrow and other key employment and leisure destinations will promote healthy communities that are accessible to all road users and more environmentally sustainable than traditional car-centric road networks.

4.75 The draft new London Plan Policy T1: Strategic Approach to Transport, highlights that enhancing connectivity and accessibility on existing and future transport networks is essential to maximising sustainable growth. A rebalancing of the transport system towards walking, cycling and public transport will help to facilitate a shift away from car dependency, is the only long-term solution to the road congestion, freeing up capacity on the road network for more essential trips. Securing significant infrastructure

CONNECTING PEOPLE AND PLACES

improvements such as a potential Heathrow Southern Rail Access with a station at Bedfont, would align with the policy's objective of improving public transport to areas with low PTAL ratings and creating a more integrated rail network that would cater for trips to and from London and Heathrow. Improved bus services will ensure that new housing and employment sites are well connected to existing transport hubs, town centres and other facilities including leisure destinations. This policy highlights the Mayor's strategic target to shift travel in London so that 80% of all trips are made by foot, cycle or public transport.

4.76 Strategic transport improvements to the WoB area would provide options for residents to choose active and sustainable modes of travel and decrease the dependency on private vehicles. The delivery of strategic infrastructure would also enable the delivery of new homes, in line with Policy 21 of the Mayor's Transport Policy (2018).

4.77 Policy T2 Healthy Streets of the draft new London Plan promotes the application of the Mayor's Healthy Streets Approach to improve health through improvements to the built environment. The transport and connectivity policies set out in this plan aim to support a Healthy Streets Approach through improvements to the street environment, the cycle and pedestrian network, and the public transport network. Development will be expected to reduce the balance of space given over to cars by

creating legible, permeable routes for pedestrians and cyclists to, through and around development, encouraging an active street environment, and promote a modal shift towards active travel.

4.78 The draft new London Plan Policy T2 Healthy Streets highlights that in Opportunity Areas new and improved walking, cycling, and public transport networks should be integrated into plans at an early stage to ensure development delivers the Ten Healthy Streets Indicators. Additionally, Policy T5 Cycling of the draft new London Plan supports the implementation of a London-wide cycling network such as Cycle Superhighway 9 as well as improved cycling facilities such as cycle parking.

4.79 Policy T3 of the draft new London Plan states that land will be safeguarded to provide for enhancements to London's public and active transport networks and specifically refers to a potential Heathrow Southern Rail Access. This plan will seek to safeguard sites for a new station at Bedfont and rail infrastructure.

4.80 It is important to assess the likely transport impact of new development, and in particular, consider the likely trip generation in relation to the capacity of the existing transport network and the impact on the environment. The cumulative impact of any neighbouring applications and the impact on neighbouring boroughs, should also be taken into account. The thresholds for requiring

transport assessments/travel plans as well as guidance on their content are set out in the National Planning Policy Framework (NPPF) and will be further supplemented by new guidelines expected to be published by Transport for London in the near future. Transport for London has produced guidance on both Construction Logistics Plans and Delivery and Service Plans. The council welcomes initiatives that reduce the impact of freight deliveries / servicing on residents and the local environment. It therefore supports, in principle, measures aimed at breaking down larger vehicle loads so that they can be carried by smaller, more sustainable vehicles and the provision of unattended delivery facilities in sustainable locations such as 'click and collect'.

4.81 Policy T4 of the draft new London Plan Assessing and Mitigating Transport Impacts states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist to increase capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure. The

CONNECTING PEOPLE AND PLACES

cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

4.82 As stated in Policy T8: Aviation of the draft new London Plan sustainable access to airports by means of public transport is necessary to enable airport growth. The development of a potential Southern Rail Access would enhance public transport in the West of Borough and unlock further economic potential in the area by providing a direct public transport connection to Heathrow Airport, central London, and the South West region. In a revised analysis of the Southern Rail Access to Heathrow Feasibility Study the potential alignment option placing a station within the West of Borough has been identified as a viable option for future development. The purpose of this study was to inform government of the potential market, train service and infrastructure options for a connection to Heathrow Airport from the south. The Bedfont station option would support Policy T8 of the draft new London Plan as it provides a sustainable connection to the airport in a location that has the capacity for residential and employment growth. Furthermore, this option would support the strategic goals outlined within the Southern Rail Access Feasibility Study by linking a poorly connected area to public transportation, encouraging economic growth, enhancing Heathrow Airport connectivity, and reducing emissions



based on Lucy Saunders' work

CONNECTING PEOPLE AND PLACES

by reducing vehicle travel.

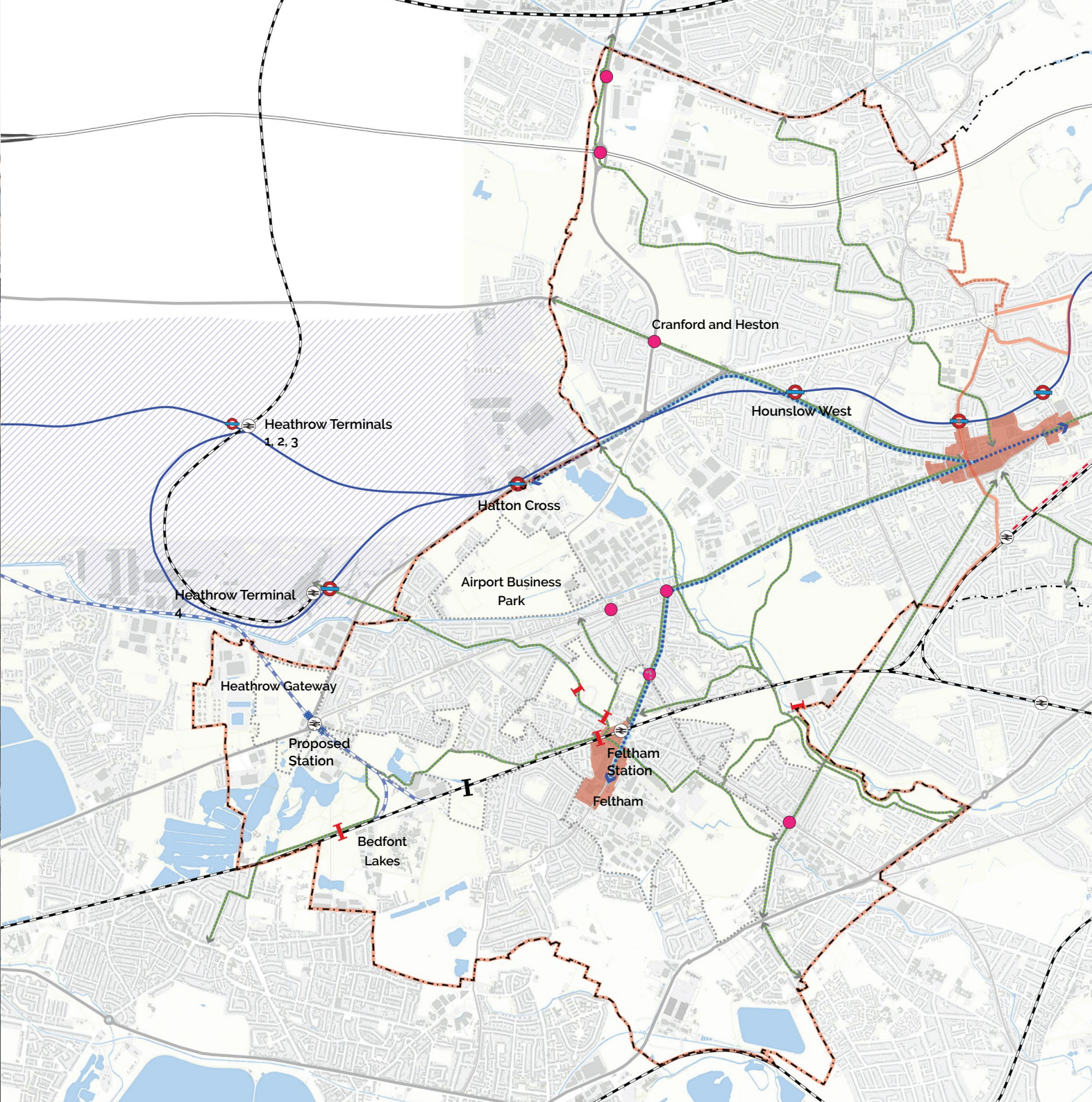
4.83 Other draft new London Plan transport policies are also supported by this plan including reduced parking provision; infrastructure for electric vehicles; use of CIL, planning obligations and other legal agreements to deliver transport infrastructure; and the reduction and coordination of freight and servicing trips. New developments will be expected to be in accordance with all of these policies to ensure that the impact of significant new housing and commercial development contributes to the delivery of a sustainable transport network.

4.84 The NPPF (2019), Paragraph 102 transport states that transport issues should be considered from the earliest stages of plan making and development. Paragraph 103 states that the planning system should actively manage patterns of growth in support of the objectives set out in Paragraph 102. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion, emissions and improve air quality and public health. Ensuring that strategic development is located in accordance with these principles is a key consideration in the growth of the West of Borough area and will help to deliver the objectives set out in Paragraph 8 of the NPPF.

4.85 Policy T4 of the draft new London Plan Assessing and Mitigating Transport Impacts states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist to increase capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.



Figure 4.11



Context

- London Borough of Hounslow boundary
- West of Borough boundary
- Places Policies
- Town centre
- London Heathrow Airport
- Waterbody
- Piccadilly Underground line
- National Railway line and Station
- M4 Motorway
- Primary street network
- Secondary street network

Proposed

- Old Oak Common to Hounslow Overground link
- Southern Rail Access and Station
- Junction improvement
- Pedestrian/cycle railway bridge
- Pedestrian/cycle/vehicular railway bridge
- Proposed extension to Cycle Superhighway 9
- Pedestrian/cycle route



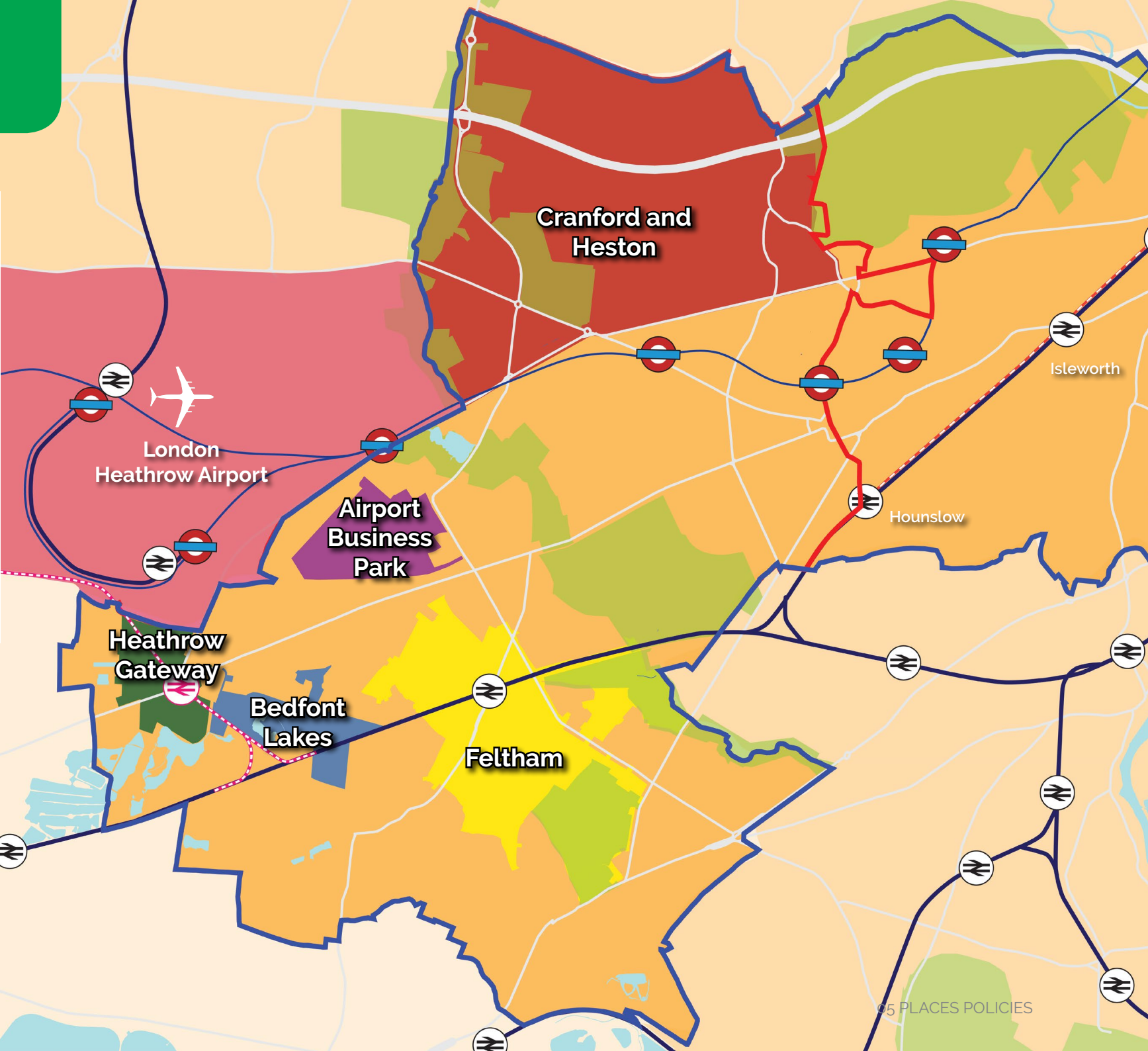
05 PLACES POLICIES

Places in the West of Borough

Figure 5.1

Context

- London Borough of Hounslow
- West of Borough study area
- Areas beyond GLA
- GLA
- London Heathrow Airport
- National Rail Line
- Proposed National Rail Line
- Proposed Overground extension
- Existing Railway station
- Proposed Railway station
- Existing Underground Station
- Motorway
- Strategic road
- Water
- Cranford and Heston
- Airport Business Park
- Feltham
- Heathrow Gateway
- Bedfont Lakes



PLACES POLICIES

INTRODUCTION

5.0 The National Planning Policy Framework (NPPF) requires planning authorities to develop policies based on an understanding and evaluation of its defining characteristics and provide guidance for establishing a strong sense of place that responds to local character and history, while not reinventing or discouraging innovation.

5.1 The Plan provides spatial guidance for places within the West of Borough area which are the focus for growth and regeneration, in particular Feltham, Bedfont and Hatton Cross area. The Council recognises that these areas are distinctive in their own way with their own individual context and character. The Council will respond to these individual characteristics to facilitate unique and special places which will accommodate the Council's ambitious growth and investment plans.

5.2 Policies in this chapter provide specific guidance for each place at a greater level of detail than the Strategic policies in Chapter 4.

5.3 The Places have been defined by the existing character and context (as defined in the Council's study), future potential, land ownership and in response to recommendations by the community.

5.4 For each place, a vision, policies and diagram are provided. These are individual to each location but should be read in conjunction with other policies in the plan and the adopted Local Plan 2015.

5.5 The main objective of the places policies will be to achieve good design that respond to their existing function, character and form, their accessibility and relation with neighbouring areas, and their opportunities and capacity for change.

5.6 Place policies are accompanied by a series of site allocations that are likely to come forward for development and contribute to part of Heathrow Opportunity Area homes and jobs targets. These site allocations (Volume 2) set out minimum jobs and/or homes capacities for each site.



FELTHAM TOWN CENTRE

OVERVIEW

5.7 Feltham town centre is the key town centre in the West of Borough. It is designated as a District Centre which together with its adjacent neighbourhoods has a population of over 65,000 people. The town centre contains over 100 shops, services and amenities, including a very strong supermarket offer with four major chains. Feltham is also the major public transport hub in the West of Borough which provides many bus services and frequent train services to Hounslow, Richmond, Staines and into central London, via London Waterloo.

5.8 Feltham benefits from a large amount of green spaces, including Feltham Green on the High Street, and Feltham Arenas and Hanworth Park to the north and south and from an expanding network of attractive, quiet, walking and cycling routes into the town centre, especially along the Longford River and across the parks.

5.9 The town centre is strongly performing, with the most recent Retail Assessment indicating low vacancy levels and a broad selection of comparison (clothing, white goods, for example) and convenience retail (groceries), as well as a strong leisure provision if the Leisure West Complex is included. However, the Hounslow Retail and Town Centre Needs Study (2018) indicates that Feltham will need an additional 7,000sqm of comparison floorspace by 2033 and would benefit from leisure facilities in the town

centre. Heathrow is of major strategic importance to Feltham as a direct and indirect employer, which would increase further in the event of a third runway being constructed.

5.10 Feltham faces the loss of the Ministry of Defence (MoD) site in Feltham, a large military base to the south of the town centre, in the plan period, and the place policy responds to this by regenerating the area to provide new streets, homes and amenities for Feltham, which will contribute to growing the town and improving the high street.

5.11 Feltham has been designated as a Housing Zone by the Mayor of London to deliver a minimum of 3,500 homes by 2026 along with investment needed to deliver infrastructure to accommodate this growth. This target forms part of the overall target for the West of Borough Plan.

5.12 Making the most of this investment, the Council is driving an ambitious programme of public realm projects that will improve the pedestrian and cycle environment in the town centre, better integrate public transport modes, and provide a new pedestrian bridge over the railway line at Bedfont Lane, replacing the current level crossing. Other improvements include more frequent train services, with South West Trains providing extra weekday services with increased capacity and a significant increase in capacity at weekends. The option of the Southern Rail Access would add direct rail connectivity from

this area to Heathrow Airport and Crossrail, thereby bringing new visitors into the area. Feltham also benefits from many bus routes linking the town centre with its surrounding neighbourhoods. Feltham is located on the strategic road network (A244).

Artist's impression of the sort of environment that could be achieved in Feltham Town Centre
Figure 5.3





FELTHAM TOWN CENTRE

VISION

The Vision for Feltham is to create a thriving town centre with a strong sense of place, with a variety of high-quality new homes and jobs around carefully designed public spaces, which encourage people to live and work and stay in Feltham.

The growth of the town centre and surrounding neighbourhoods will strengthen the evening economy and act as a strong focal point for a growing community by bringing a wider range of shops, cafes, restaurants and community hubs. It will be the place for people to meet and socialise, with regular events and festivals, fostering civic pride.

There will be significant improvements made to the public realm, from widening pavements, improving seating and greenery, to creating an attractive High Street, with Feltham Green restored as the heart of the town centre. Other improvements include a new public space at Feltham Station and establishing a better connection with the Leisure West

complex to better integrate it, as well as encourage people to visit Feltham Arenas and Hanworth Park, with residents and visitors to walking and cycling into Feltham and living a healthier lifestyle.

New development will respond to the established character of Feltham, provide a network of green routes and access to high-quality open spaces, and offer well-designed housing that is affordable and local work opportunities in sustainable, healthy and sociable communities.

New housing developments will help to re-connect fragmented neighbourhoods and create better connections to surrounding green areas. The new homes in the town centre would provide additional footfall and spending power which will help the growth and vibrancy of the town centre. The development will unlock investment into the local community and improvements to the transport infrastructure, benefiting both existing and new residents.

FELTHAM TOWN CENTRE

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY P₁ FELTHAM TOWN CENTRE

Our approach

Proposals should plan positively to deliver the place vision by:

Employment and Housing

- (a) Redeveloping the area around the station to create a new, high-density mixed-use development, the Station Quarter, providing a minimum of 680 new homes and 3,000 sqm of new ground floor retail, restaurant, café and bar uses (providing 160 FTE Jobs) in Bedford Lane and New Road.
- (b) Redeveloping and intensifying further sites within Feltham town centre to create a stronger and more coherent urban centre, providing at least 250 new homes and 7,000 sqm new retail space (providing 370 FTE jobs) including cafés, bars, restaurants, social infrastructure, and comparison retail, that meet needs of employees, residents and visitors.
- (c) Redeveloping and intensifying uses to the South-East of the High Street of the former MoD site, Leisure West and industrial land to create a new mixed-

use neighbourhood, providing at least:

- I. 2,670 homes, including at least 180 houses;
 - II. 9,000 sqm office uses (750 FTE jobs);
 - III. 4,900 sqm retail, restaurant, café and bar uses (260 FTE jobs);
 - IV. 11,600 sqm leisure space (60 FTE jobs); and
 - V. a new school (Reach Academy 2)
- (d) Requiring any development to support Feltham's identity and role as a district town centre by providing more active retail frontages that contribute to a coherent and continuous streetscape along the High Street with ground floor retail, restaurant, café and bar uses.
 - (e) Requiring a number of smaller residential developments on Council-owned, and infill sites. These developments should support improvements and enhanced access to Hanworth Air Park and Feltham Arenas.
 - (f) Supporting the continued employment use of the Browells Lane and Air Park Way industrial area and in the long term introducing employment-focused

mixed-use intensification while ensuring continued local employment.

- (g) Supporting the regeneration of the town centre for a mix of town centre uses while maintaining the predominant retail function of primary shopping frontages. The Council will seek to manage the concentration of betting shops, pawnbrokers, payday loan shops and hot food takeaways.

Health, Wellbeing and Open Spaces

- (h) Creating high-quality public realm that follows the healthy streets approach and encourages residents to make active life-style choices by providing a high quality, safe and convenient walking and cycling network, connecting new development with surrounding neighbourhoods and open spaces in Feltham.
- (i) Supporting temporary community and cultural activities in public and private spaces, such as arts, exhibitions, markets, events, pop-up cafes and restaurants, and sporting activities.
- (j) Improving existing and supporting new community facilities, where possible

FELTHAM TOWN CENTRE

co-located with other facilities, including Feltham Arena, new community and leisure space, new health facilities to meet additional demand, and a new secondary school in Feltham.

- (k) Supporting health and well-being by ensuring sensitive uses are located away from pollution sources and that new development mitigates the impacts of noise and air pollution.
- (l) Supporting proposals that deliver and/or contribute to the enhancement of existing parks and waterways and promoting better access to and links between existing green spaces in Feltham including Feltham Green, Feltham Parklands and Hanworth Air Park.
- (m) Creating a more diverse landscape experience in open spaces such as Hanworth Park with education and play opportunities for children, sports facilities, new wetland area and habitat, Interpretation/ signage boards, restoration of heritage assets and creation of visitor hub/ community centre/ café.
- (n) Creating new high quality green open space at Feltham Marshalling yard with a range of landscaped areas of a naturalistic character, including wetland areas, woodlands and open grasslands. Improve pedestrian/ cycle access into and around the park,

linking to an enhanced route along the River Crane and its surroundings.

- (o) Requiring proposals to improve water quality in line with the Water Framework Directive and to deliver and/or contribute to a high-quality open space by de-culverting, naturalising and creating a path alongside the Longford River to create a high-quality open space.
- (p) Requiring development at Feltham East to provide new green spaces, including a central green space, neighbourhood pocket green spaces, and playing fields.

Design and Heritage

- (q) Supporting new development that responds positively to its surrounding context providing higher densities of up to six storeys at 'the Station Quarter'. Landmark buildings above this height in the key locations identified (shown in Figure 5.4) will be subject to stricter design controls.
- (r) Requiring new development to preserve and enhance the Feltham Town Centre Conservation Area and to demonstrate that they protect and contribute to local views of the spire of St Catherine's Church.
- (s) Requiring new development to support

safe and obvious links for pedestrians and cyclists throughout Feltham.

- (t) Supporting the sensitive refurbishment of heritage assets, for housing and community uses including Hanworth Park House site, and Ministry of Defence site (Feltham House), using enabling development where necessary.
- (u) Improving public realm across Feltham, including widening pavements along the High Street, improving paths and access to Bridge House Pond and connecting Feltham Green to the high street.

Connecting People and Places

- (v) Enhancing Feltham station as a transport hub and creating a sense of arrival at Feltham Station through improvements to the public realm.
- (w) Establishing a well-connected, safe, and attractive network of cycle and walking routes linking the town centre and Feltham station with surrounding neighbourhoods, employment areas and open spaces.
- (x) Reducing the dominance of road traffic by increasing the capacity of public transport infrastructure and providing better integrated public transport to encourage people away from their cars.

FELTHAM TOWN CENTRE

WE ARE TAKING THIS APPROACH BECAUSE:

5.13 Hounslow's population is expected to continue to grow rapidly over the coming decades and it is necessary to meet the growing housing need. Feltham is also designated as a Housing Zone which is set to bring accelerated housing development and investment to areas across London with high potential for growth.

5.14 In accordance with the draft new London Plan, we must optimise housing potential in locations with a high degree of public transport access, utilising a density by design approach which supports a high-density and mixed-use approach to development. A denser urban fabric can also support healthier and more sustainable life styles, whereby walking, cycling and using public transport becomes the obvious choice for getting around.

5.15 Policy SV2 of Hounslow's adopted Local Plan states the Council will progress a partial Local Plan Review, which will take forward recommendations made in the Feltham Town Centre Masterplan Study.

5.16 The Feltham Masterplan seeks to identify sites which can accommodate growth in Feltham, and ensure that the benefits of growth, for example public realm improvements, are integrated with new mixed-use housing led development throughout the town centre, expanding the

evening economy and enhancing the physical environment. The Masterplan identifies the Station Quarter and the town centre as areas appropriate for high-density development, considering their good access to public transport. New and more frequent trains from Feltham on the Waterloo to Reading/Windsor Line, and the potential for Southern Rail Access to Heathrow, will further improve public transport. Meanwhile, the southern fringe of Feltham East has poorer access to public transport and could only support lower density developments.

5.17 The Hounslow Retail and Town Centre Needs Study (Update) 2018 identifies Feltham as having a strong convenience offer but requiring an increase in comparison retail of 7,000sqm up to 2033 to support demand and should seek to increase leisure floorspace in the town centre.

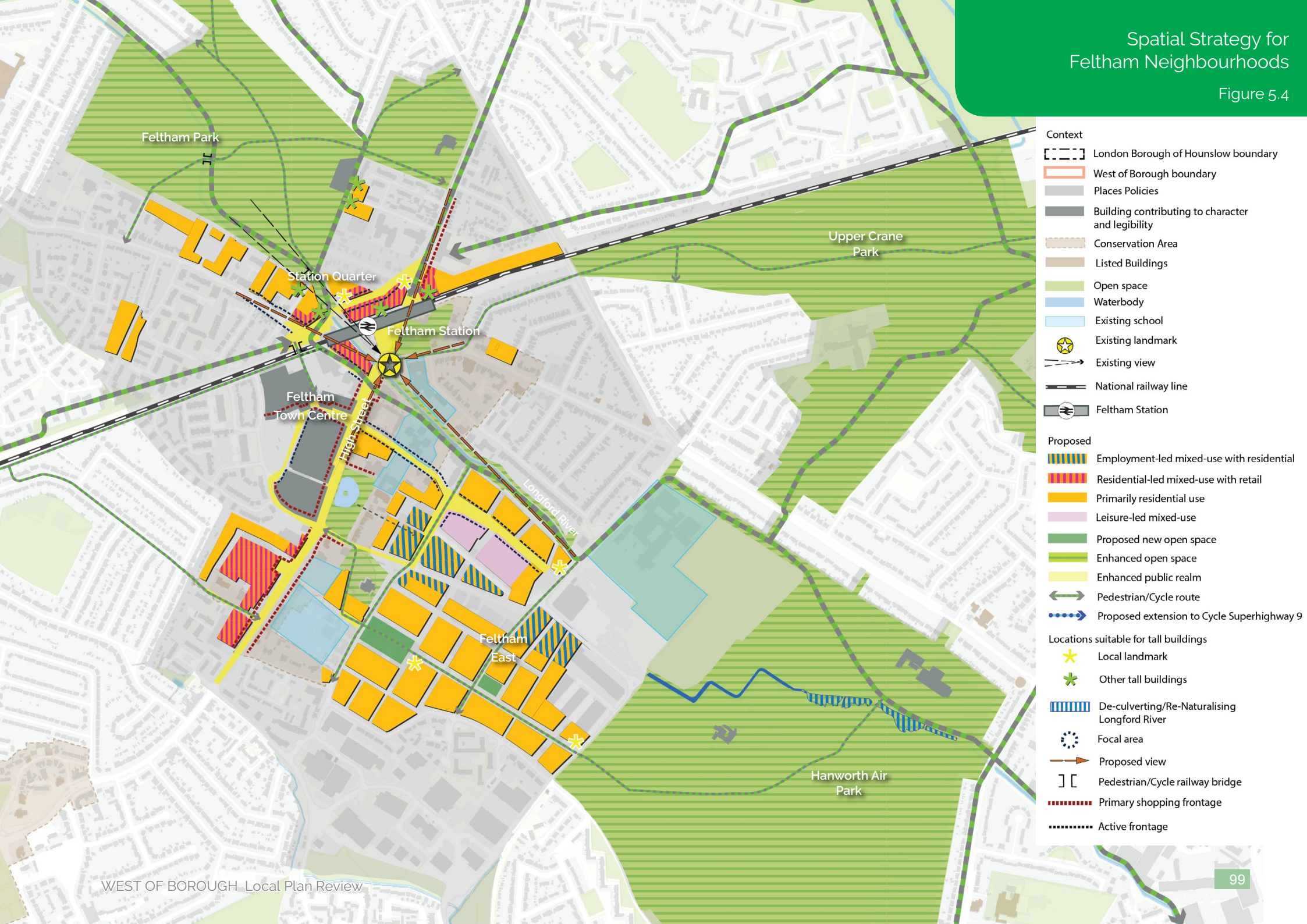
5.18 The Council has set out a range of measures that can support the growth and vitality of town centres to ensure that development delivers a diversity of uses. A high-quality and carefully planned public realm can produce a sense of pride in a place, discourage anti-social behaviour, promotes healthy living, and increases land and property values. Feltham Town Centre currently suffers from poorly defined streets, a lack of enclosure and public spaces as well as a large number of blank or inactive facades and frontages. There is a poor arrival experience at station and a weak connection to the town centre. The Feltham Masterplan

has identified a number of public realm and transport projects which could dramatically improve the town centre.

5.19 The Feltham Town Centre Conservation Area Appraisal highlights the heritage assets of the town centre which should be considered when assessing any development proposal. This includes the spire of St Catherine's Church (Grade II listed), a local landmark that adds to the sense of place, views to which should be protected.

5.20 The Hounslow Joint Strategic Needs Assessment (2014) identified that action is needed to overcome Hounslow's health inequalities, which is particularly stark in the West of Borough. Measures to improve well-being and reduce health inequalities, including the provision of public open space, play space, and sport and recreation opportunities, will benefit both the physical and mental health of residents. Feltham Masterplan proposes measures to enhance existing open spaces in Feltham and maximise its use to the community, to encourage and facilitate active and healthy life styles.





- Context**
- London Borough of Hounslow boundary
 - West of Borough boundary
 - Places Policies
 - Building contributing to character and legibility
 - Conservation Area
 - Listed Buildings
 - Open space
 - Waterbody
 - Existing school
 - Existing landmark
 - Existing view
 - National railway line
 - Feltham Station
- Proposed**
- Employment-led mixed-use with residential
 - Residential-led mixed-use with retail
 - Primarily residential use
 - Leisure-led mixed-use
 - Proposed new open space
 - Enhanced open space
 - Enhanced public realm
 - Pedestrian/Cycle route
 - Proposed extension to Cycle Superhighway 9
- Locations suitable for tall buildings**
- Local landmark
 - Other tall buildings
 - De-culverting/Re-Naturalising Longford River
 - Focal area
 - Proposed view
 - Pedestrian/Cycle railway bridge
 - Primary shopping frontage
 - Active frontage

BEDFONT LAKES NEIGHBOURHOOD

OVERVIEW

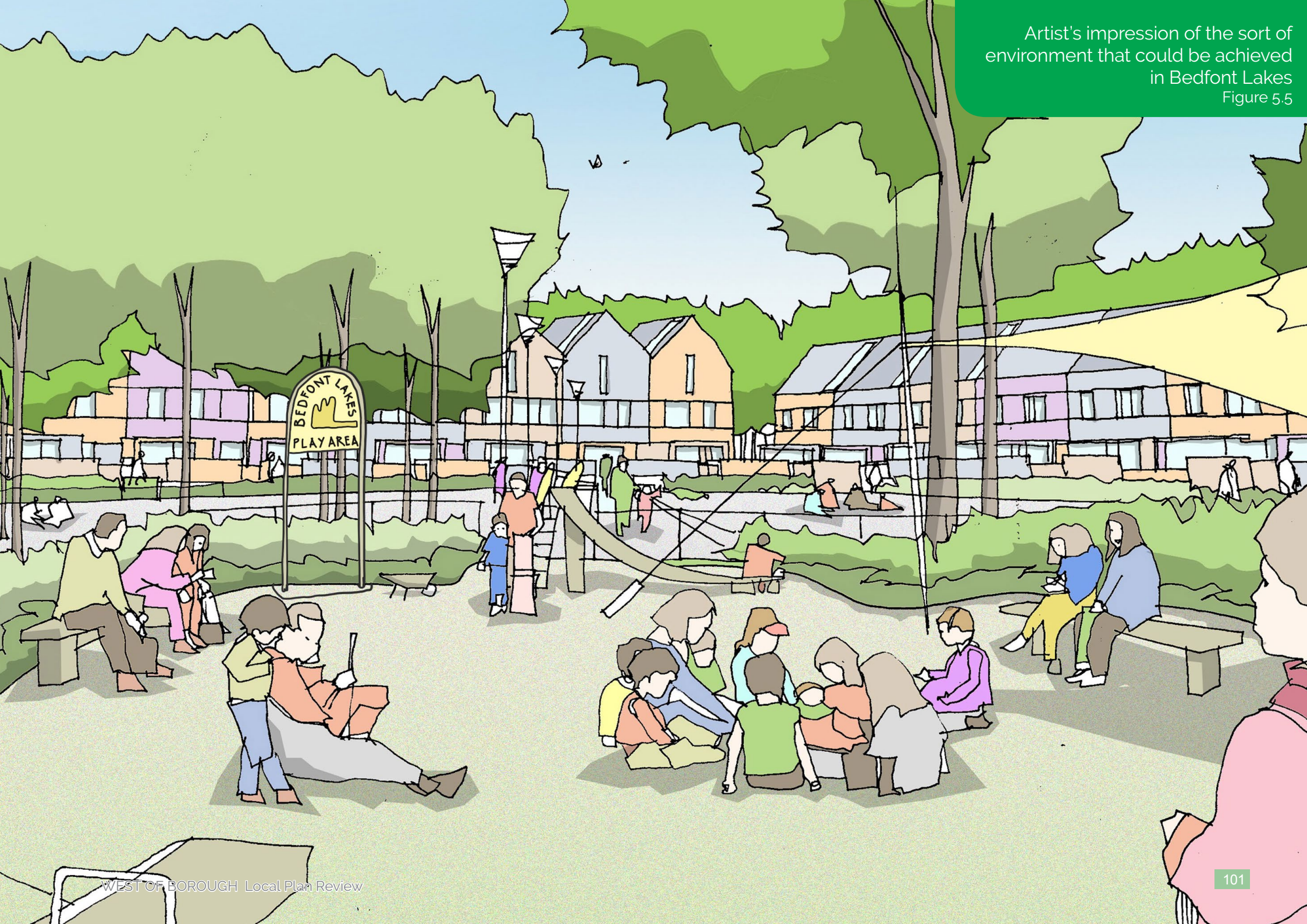
5.21 Situated alongside Bedfont Lakes Country Park, the Bedfont Lakes neighbourhoods has the opportunity to become a mixed use, vibrant, residential neighbourhood interspersed with green space and community places.

5.22 Bedfont Lakes Neighbourhoods present an opportunity for an extension of the residential neighbourhood and provide an opportunity to introduce a mix of uses to provide the community with the amenities needed to grow sustainably. The area could support a growth of approximately 2,000 homes providing a mix of housing to meet the needs of the existing community.

5.23 The main part of the area identified as Bedfont Lakes Neighbourhoods is currently in the Green Belt where the Council considers that 'exceptional circumstances' exist to release land for residential, employment and community development.



Artist's impression of the sort of environment that could be achieved in Bedfont Lakes
Figure 5.5





BEDFONT LAKES NEIGHBOURHOOD

VISION

The Council's Vision for the Bedfont Lakes Neighbourhoods is to develop a well-connected community where residents can live, work, and go to school. New and existing residents will enjoy a community that provides local amenities such as small shops and cafes that are accessed through well-defined pedestrian and cycle greenways.

With the provision of the Heathrow Southern Rail Access, an enhanced bus network, and the proposed Heathrow Gateway Interchange Facility, the Bedfont Lakes Neighbourhoods would be well served by public transportation, reducing the community's reliance on private vehicles and improving connectivity to key destinations.

Bedfont Gardens would extend the residential sites of East Bedfont, Southville and Grove Village. This site would be a uniquely designed mid-rise apartments and small retail properties built on the periphery of a multi-use public park, and a community of two-storey terraced homes to the north, extending the existing residential area. Residents within the community would be able to easily walk or cycle to schools, leisure facilities and the open green spaces nearby.

Lower Feltham West neighbourhood would be an extension of Bedfont Gardens, this development would consist of new homes centred around a park with easy access to adjacent community amenities of the new Bedfont Neighbourhood developments.

BEDFONT LAKES NEIGHBOURHOOD

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY P2 BEDFONT LAKES NEIGHBOURHOOD

Our approach

Proposals should plan positively to deliver the place vision by:

Employment and Housing

- (a) Delivering new residential development, commercial space, and community facilities, at the 'South Bedfont' site, including:
 - I. mixed use development accommodating a minimum target of 910 new homes including family size housing;
 - II. at least 260 sqm retail, restaurant, café and bar space located within the residential development, creating approximately (10 FTE jobs).
- (b) Delivering new residential development, commercial space, and community facilities at the 'Bedfont Gardens' site, including:
 - I. new residential development, providing a minimum 770 new homes including family size housing as an extension of the existing East Bedfont residential neighbourhood;
 - II. 250 sqm of retail, restaurant, café

and bar space and 350 sqm community use space, creating approximately 10 FTE jobs.

- (c) Delivering new residential development in the 'Lower Feltham West' site to provide at least 130 new homes including family size housing.

Health, Wellbeing and Open Space

- (d) Promoting community health and active living with the provision of both built and outdoor community space including a community centre at Bedfont Gardens.
- (e) Providing public spaces that are inclusive and accessible to all users, enhances community health and wellness, and promotes safety.
- (f) Ensuring development compliments the surrounding green space and wetland areas by providing green links and protective green buffers at the eastern extent of the South Bedfont neighbourhood and along the southern border of the Bedfont Gardens neighbourhood.
- (g) Enhancing the watercourses of Bedfont Lakes Country Park and improving cycling and pedestrian network that links the neighbourhoods to the

park, providing natural green corridors that serve as wildlife corridors and support biodiversity.

- (h) Securing contributions from developments on de-designated Green Belt sites to deliver a high quality, well-connected, network of multifunctional publicly accessible parks and open spaces and accessibility of remaining Green Belt land in the borough for future and existing residents.
- (i) Carrying out contaminated land assessments and taking appropriate remediation measures for development on or near a site which is potentially contaminated.

Design and Heritage

- (j) Ensuring development contributes to and enhances the local character of the neighbourhoods with an attractive public realm and new access roads.
- (k) Supporting development that responds positively to its surrounding context providing densities of 3 to 4 storeys with additional height on some key corners helping to enhance legibility. Residential units overlooking Bedfont Lakes should be provided at 4



BEDFONT LAKES NEIGHBOURHOOD

to 5 storeys with a single point tower of height up to 15 storeys to mark the entry into South Bedfont from Heathrow Gateway in the west.

Connecting People and Places

- (l) Enhancing public transport accessibility into the area by developing and expanding the existing bus network, services and capacity and providing access to the proposed Heathrow Southern Rail Access station in order to alleviate traffic congestion and support higher density development in the area.
- (m) Creating high-quality public realm that follows the healthy streets approach and delivering a network of high quality and attractive walking and cycling routes in accordance with current guidance, linking to local town centres, along Bedfont Lakes Country Park and to the proposed Heathrow Southern Rail Access Station. This would be enhanced by a new pedestrian and cycle bridge over the railway line on Clockhouse Lane providing improved access to Ashford town centre.
- (n) Providing appropriately designed access roads to the new communities and feeding into existing road networks. This would include a bridge crossing the Feltham rail line connecting the Lower Feltham West and Bedfont Gardens communities.

WE ARE TAKING THIS APPROACH BECAUSE:

5.24 Bedfont Lakes Neighbourhoods will play an integral part in providing housing and services for the estimated 15% population growth in the area over the next 15 years (Local Plan 2015). The developments will offer a diverse range of homes to Hounslow's growing population. The Bedfont Lakes Neighbourhoods have the capacity to provide at least 2,000 new homes within Hounslow over the next 15 years, contributing to the Mayor of London's 10 year emerging annual housing target for the Borough of 17,820.

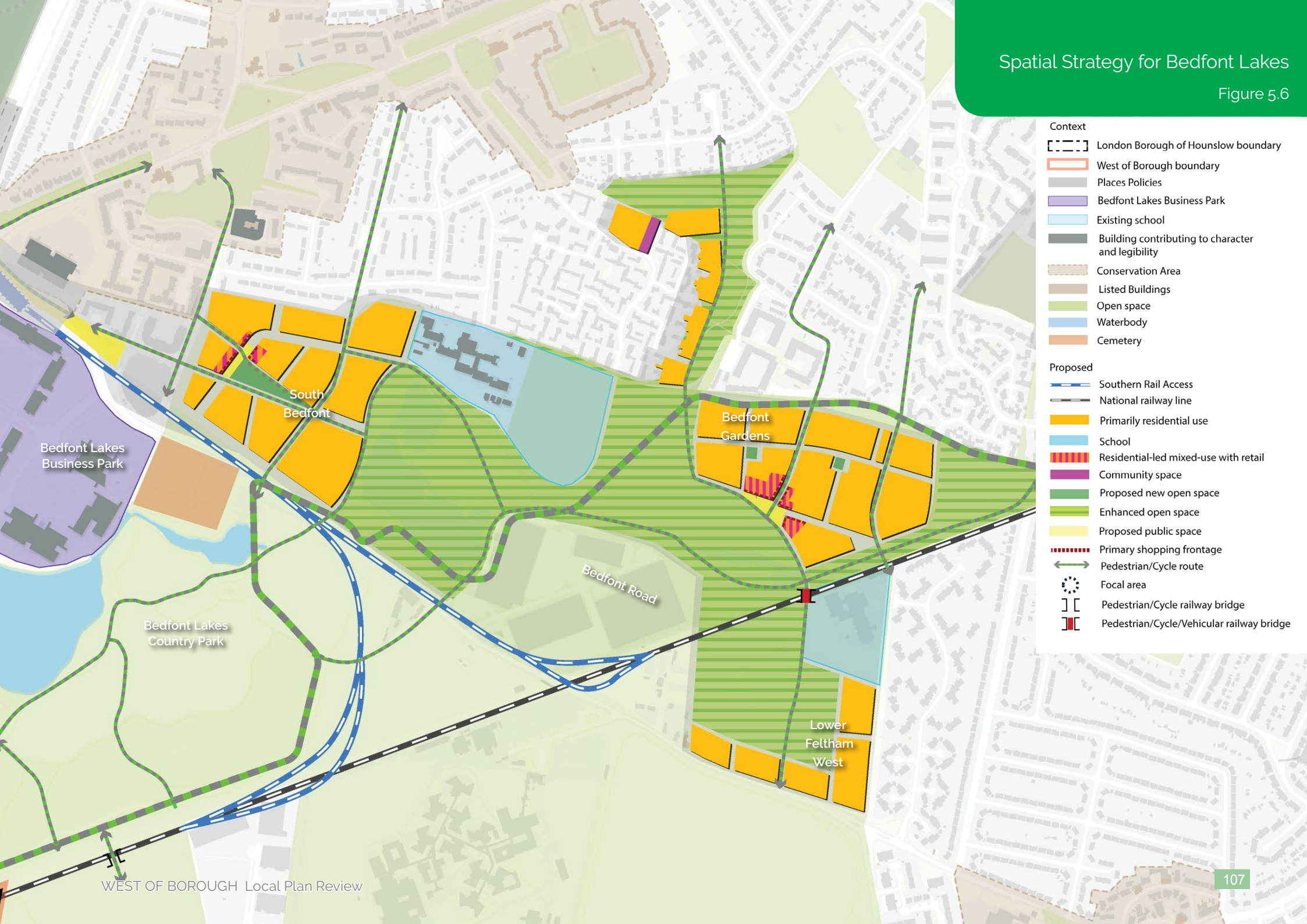
5.25 The new developments will contribute positively to the existing local residential areas and enhance neighbourhood housing diversity, the proposed housing will provide high quality homes to residents, along with community facilities and retail space. The residential settlements around Bedfont Lakes will benefit from an attractive interface with open land and access to enhanced public transport, local facilities and employment. It would also support the economic vitality of Feltham town centre, given the proximity of the area to this location. It has significant merits if appropriate mitigation and avoidance measures are integrated within the new development areas and that the significant opportunities available for environmental enhancements are realised.

BEDFONT LAKES NEIGHBOURHOOD

5.26 In accordance with the Mayor's Transport Strategy Policies and the WoB5: Connecting People and Places policies, transport and connectivity will be improved in conjunction with the development of the Bedfont Lakes Neighbourhoods. This will be achieved through comprehensive improvements to the bus transport network, attractive walking and cycling links to key local destinations including town centres, transport hubs and leisure facilities and major infrastructure interventions such as the Heathrow Southern Rail Access station at Bedfont, which will give the residents of the community sustainable transport options, reducing traffic congestion, and improving air and noise pollution.







Context

- London Borough of Hounslow boundary
- West of Borough boundary
- Places Policies
- Bedfont Lakes Business Park
- Existing school
- Building contributing to character and legibility
- Conservation Area
- Listed Buildings
- Open space
- Waterbody
- Cemetery

Proposed

- Southern Rail Access
- National railway line
- Primarily residential use
- School
- Residential-led mixed-use with retail
- Community space
- Proposed new open space
- Enhanced open space
- Proposed public space
- Primary shopping frontage
- Pedestrian/Cycle route
- Focal area
- Pedestrian/Cycle railway bridge
- Pedestrian/Cycle/Vehicular railway bridge



HEATHROW GATEWAY

OVERVIEW

5.27 Situated next to the Bedfont Lakes Office Park, the land north-west of Clockhouse Roundabout offers a unique opportunity to provide a new mixed-use urban quarter, known as 'Heathrow Gateway', which would be located in close proximity to the airport and would be supported by new infrastructure in the form of Southern Rail Access.

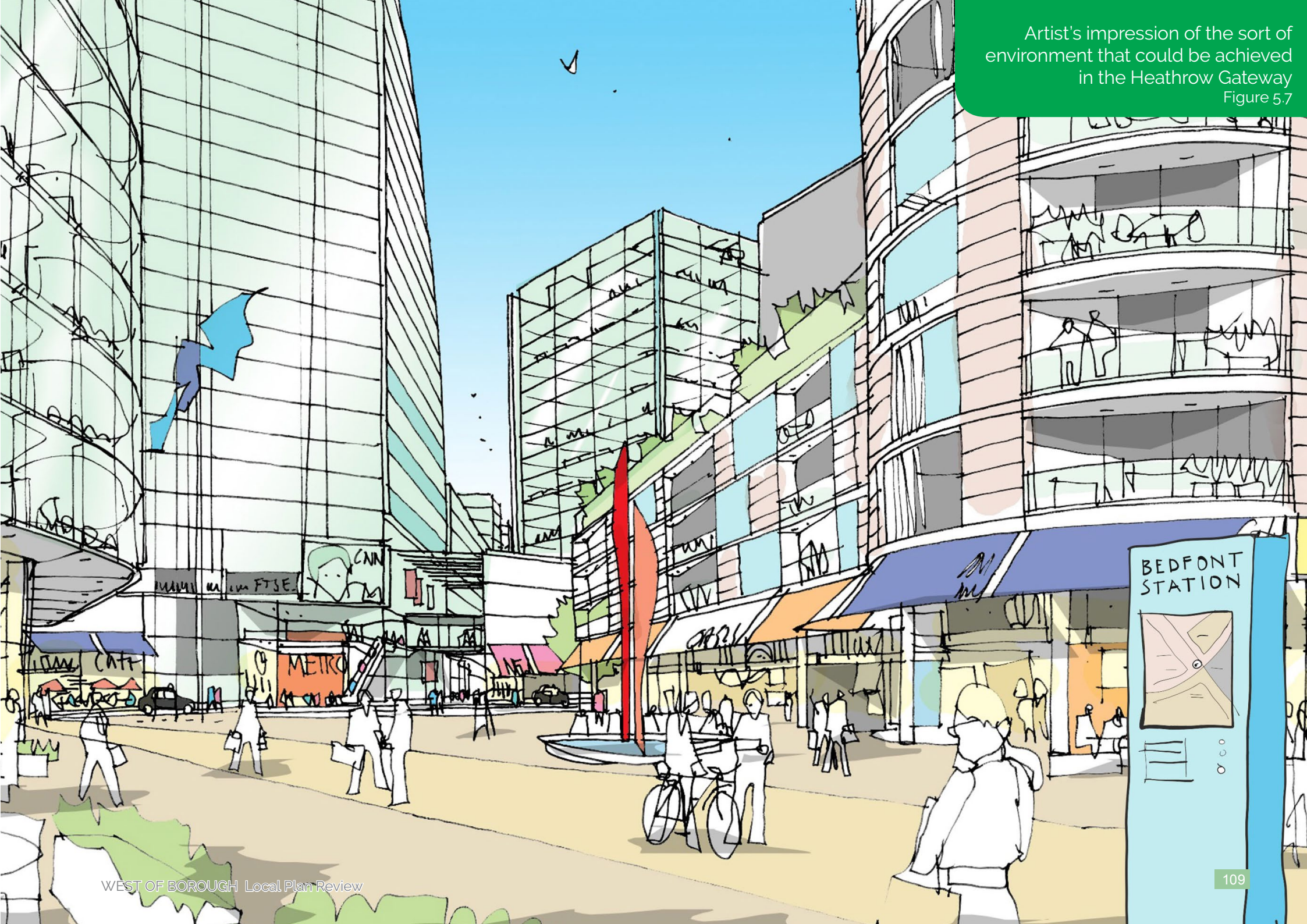
5.28 The Heathrow Gateway is situated in the M4 Corridor described as part of England's 'Silicon Valley' due to the high concentration of technology companies located nearby it is also in close proximity to Heathrow airport, which will benefit from direct access from the A30 and the airport's perimeter road, which provide connections with the national motorway network (M25, M3 and M4). The Heathrow Gateway proposal is an important opportunity to create a new mixed-use urban quarter and a new centre in Bedfont that would be a game-changer for the West of Borough.

5.29 The main part of the area identified as Heathrow Gateway is currently used as farmland and located in the Green Belt where the Council considers that 'exceptional circumstances' exist to safeguard land for a new Southern Rail Access (SRA) station with supporting mixed-use employment and residential development.

5.30 The site is safeguarded for a Mineral Reserve however proposals on this site would be subject to prior extraction of the aggregate resource in advance of any form of development. Part of the site is also identified as a SINC of Borough Importance and the northern extent of the site includes two scheduled ancient monuments that is to be retained open space (and not proposed for development).

5.31 The site benefits from a number of open spaces and parks in its surroundings including the attractive Bedfont Lakes Country Park

Artist's impression of the sort of environment that could be achieved in the Heathrow Gateway
Figure 5.7





VISION

The Council's Vision for 'Heathrow Gateway' is to become the front door to Heathrow Airport and be a desirable place to do business. It would build on the success of Bedfont Lakes Office Park, which boasts offices of major international and national companies, it will be home to a mix of prestigious offices, apartments, hotels, shops, bars and restaurants together with attractive public spaces, sports and leisure facilities and a new park.

The area will have a new transport interchange hub comprising of fast rail connections to Feltham, Richmond, central London (Waterloo), Reading, Windsor and Staines while also benefiting from an improved high-quality local bus network and a well-connected network of local streets with high quality and attractive pedestrian and cycling facilities.

Heathrow Gateway will be an attractive living environment offering direct connections to the adjacent Bedfont Lakes Country Park and new sports and leisure parks and a vibrant local centre with a distinctly urban feel.

HEATHROW GATEWAY

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY P3 HEATHROW GATEWAY

Our approach

Proposals should plan positively to deliver the place vision by:

Employment and Housing

- (a) Delivering a new office led development at Mayfield Park and Mayfield Park West providing at least:
 - I. 115,000 sqm of office space providing 7,180 FTE jobs; and
 - II. 600 sqm of leisure and community facilities with multi-storey car park.
- (b) Delivering new mixed-use residential led development around a new station square at 'Heathrow Gateway' providing at least:
 - I. 2,200 new homes; and
 - II. 6,000 sqm of retail, restaurant, café and bar floorspace providing 230 FTE jobs.
- (c) Ensuring proposals on this site is subject to prior extraction of the aggregate resource in advance of any form of development.

Health, Wellbeing and Open Spaces

- (d) Promoting community health and active living with the provision of both built and outdoor community space

- (e) Supporting proposals that deliver a network of well-connected and varied open spaces for residents, workers and visitors.
- (f) Enhancing the quality and condition of the watercourses and creating links with surrounding green spaces such as Bedfont Lakes Country Park that serve as wildlife corridors and support biodiversity.
- (g) Supporting the delivery of a high-quality and accessible Mayfield Park where the design will make reference and provide information to the Neolithic causewayed enclosure (Scheduled Ancient Monument) and a new sports and leisure open space that are inclusive and accessible to all users.
- (h) Contributing towards compensatory improvements to the environmental quality and accessibility of remaining Green Belt land in the borough.

Design and Heritage

- (i) Requiring lower density developments around 3 to 5 storeys at Mayfield Park and Mayfield Park West - providing a sensitive edge onto parks and the adjacent amenity and ecological open spaces of Mayfield Farm and Water Treatment Works

- (j) Delivering a compact urban form with typical building heights of five to eight storeys. There are opportunities to mark the strategic location through focal buildings on a number of key sites.
- (k) Supporting development that delivers high-quality environment including a new square and civic hub outside the proposed station and a Central Plaza with public art, attractive hard and soft spaces, well-designed and generous pavements, tree planting and a consistent palette of materials, furniture, signage and lighting.
- (l) Supporting the creation of a Sustainable Urban Drainage system (SuDs) by integrating water features within the scheme's landscape and public realm strategy.
- (m) Delivering a high quality and inclusive public realm that connects seamlessly with the wider street and open space network.

Connecting People and Places

- (n) Safeguarding land for the proposed delivery of a transport interchange hub comprising of a Heathrow Southern Rail Access station and bus infrastructure in order to promote sustainable travel to the airport and support development in the area

HEATHROW GATEWAY

- (o) Creating well-defined streets and spaces with a network of safe and easily navigable pedestrian and cycle routes linking new development with the proposed new station, parks, community facilities and the surrounding areas.
- (p) Reducing the dominance of road traffic by increasing the capacity of public transport infrastructure and providing better integrated public transport to reduce journeys to Heathrow and the surrounding neighbourhoods by car.

WE ARE TAKING THIS APPROACH BECAUSE:

5.32 Heathrow Gateway forms part of the Heathrow Opportunity Area, development within Heathrow Gateway will be expected to be employment-led contributing to the delivery of employment and business growth with supporting housing development.

5.33 This area is located in the Green Belt and has been assessed to perform a useful green belt function in terms of the tests in national policy. However, the need for improved surface access to the airport (with or without a third runway) and the need to improve transport accessibility in this area of poor PTAL and the demand for office development to serve Heathrow is considered likely to represent 'exceptional circumstances' justifying the release of the land from the Green Belt and its safeguarding for delivery of this strategic transport infrastructure (a new railway station) and supporting mixed-

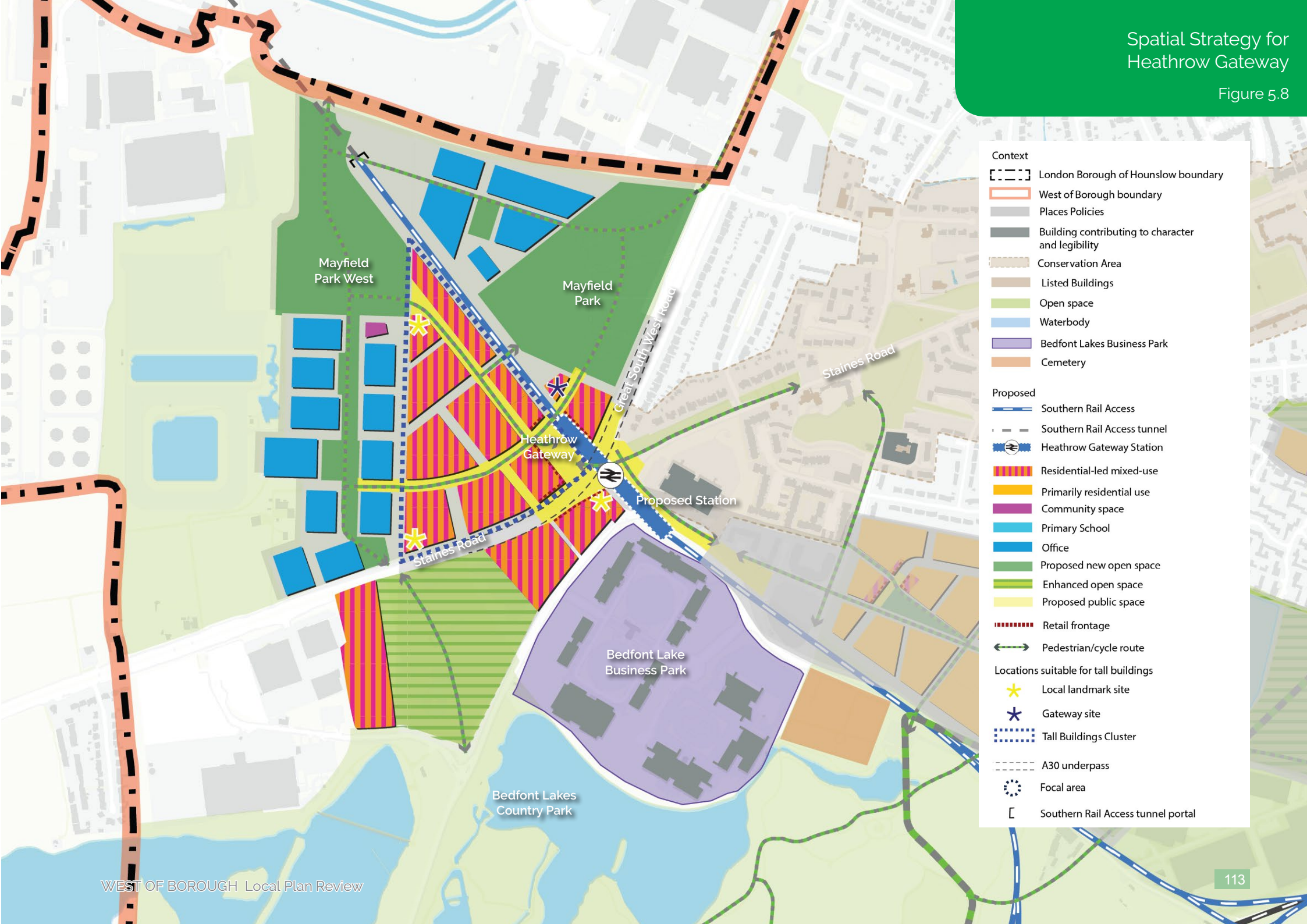
use employment led development in the longer term.

5.34 The transport infrastructure improvements could take the form of the proposed Southern Rail Access linking Heathrow Airport to Feltham on the Waterloo to Reading line. Such a link would include a new station in the vicinity of Bedfont Lakes Business Park. This could serve four trains per hour in each direction. The ride into Heathrow Terminal 5, the interchange with Crossrail and Heathrow Express, would take about eight minutes. Feltham could be reached in about four minutes while the journey to London Waterloo on a fast train would take just over half an hour. The rail service would be complemented by improved local bus services between Heathrow Airport, Hatton Cross, Feltham and an interchange at the new Bedfont station thereby improving connections to Europe's busiest airport and unlocking development growth.

5.35 The Employment Land Review (as updated) states that there is a requirement for approximately of 150,000 sqm of additional office space in the borough and because of its proximity to the airport, the existing demand for employment land in the borough will be further exacerbated if the proposed expansion of Heathrow is delivered. There are no obvious alternative ways of meeting the forecasted future demand for offices in the borough.

5.36 The Employment Land Review states that the potential of including office development in the general vicinity of the Clockhouse Roundabout should be explored. The success of Bedfont Lakes demonstrates that there is demand for office floorspace in this strategically-located part of the borough. The site could deliver significant additional office floorspace, the study says, although it adds that clearly any release of Green Belt in this area will need to be achieved through comprehensive proposals to provide needed development that satisfies the exceptional circumstances test.

5.37 If land is not provided for employment (and supporting housing uses), the borough will not be able to accommodate the growth in demand and could lose out on jobs as businesses locate (or relocate) elsewhere in the functional economic market area. The Council is proposing to safeguard this area for green belt release following airport expansion and strategic transport improvements serving the site to help 'close the gap' between demand and supply for mainly employment. This site would be subject to extraction of the aggregate resource in advance of any form of development associated with the delivery of southern rail access. The quality of place created here will play an important role establishing this area as a global airport business hub which already boasts offices of major international and national companies such as CISCO, IBM, BP and SAP.



- Context**
- London Borough of Hounslow boundary
 - West of Borough boundary
 - Places Policies
 - Building contributing to character and legibility
 - Conservation Area
 - Listed Buildings
 - Open space
 - Waterbody
 - Bedfont Lakes Business Park
 - Cemetery
- Proposed**
- Southern Rail Access
 - Southern Rail Access tunnel
 - Heathrow Gateway Station
 - Residential-led mixed-use
 - Primarily residential use
 - Community space
 - Primary School
 - Office
 - Proposed new open space
 - Enhanced open space
 - Proposed public space
 - Retail frontage
 - Pedestrian/cycle route
- Locations suitable for tall buildings**
- Local landmark site
 - Gateway site
 - Tall Buildings Cluster
 - A30 underpass
 - Focal area
 - Southern Rail Access tunnel portal

AIRPORT BUSINESS PARK

OVERVIEW

5.38 Research (Employment Land Review 2016) confirms sustained growth in the demand for modern logistics buildings to serve the forecast growth in air cargo (regardless of whether a third runway is constructed at Heathrow) and the west London market generally. Airport Business Park has been identified as prospective development site for a major logistics hub adjacent to Heathrow Airport, providing much needed employment floor space for air cargo and freight forwarding businesses in particular as well as other employment space closely related to Heathrow.

5.39 The site benefits from access to the national and strategic road network as well as Heathrow Airport's Perimeter Road, while the nearby Piccadilly Line at Hatton Cross and local bus services offer public transport choices for the local workforce.

5.40 Two parts of the area contain former landfill sites while the majority is greenfield land used as pasture, informal playing fields or has been left in a natural state. An air traffic control facility takes up a small plot in the centre of the site and the northern part of the site is within the Public Safety Zone and within the inner noise contours related to Heathrow Airport. Part of the site is safeguarded for a Mineral Reserve, however proposals on this site would be subject to prior extraction of the aggregate resource in advance of any form of development.

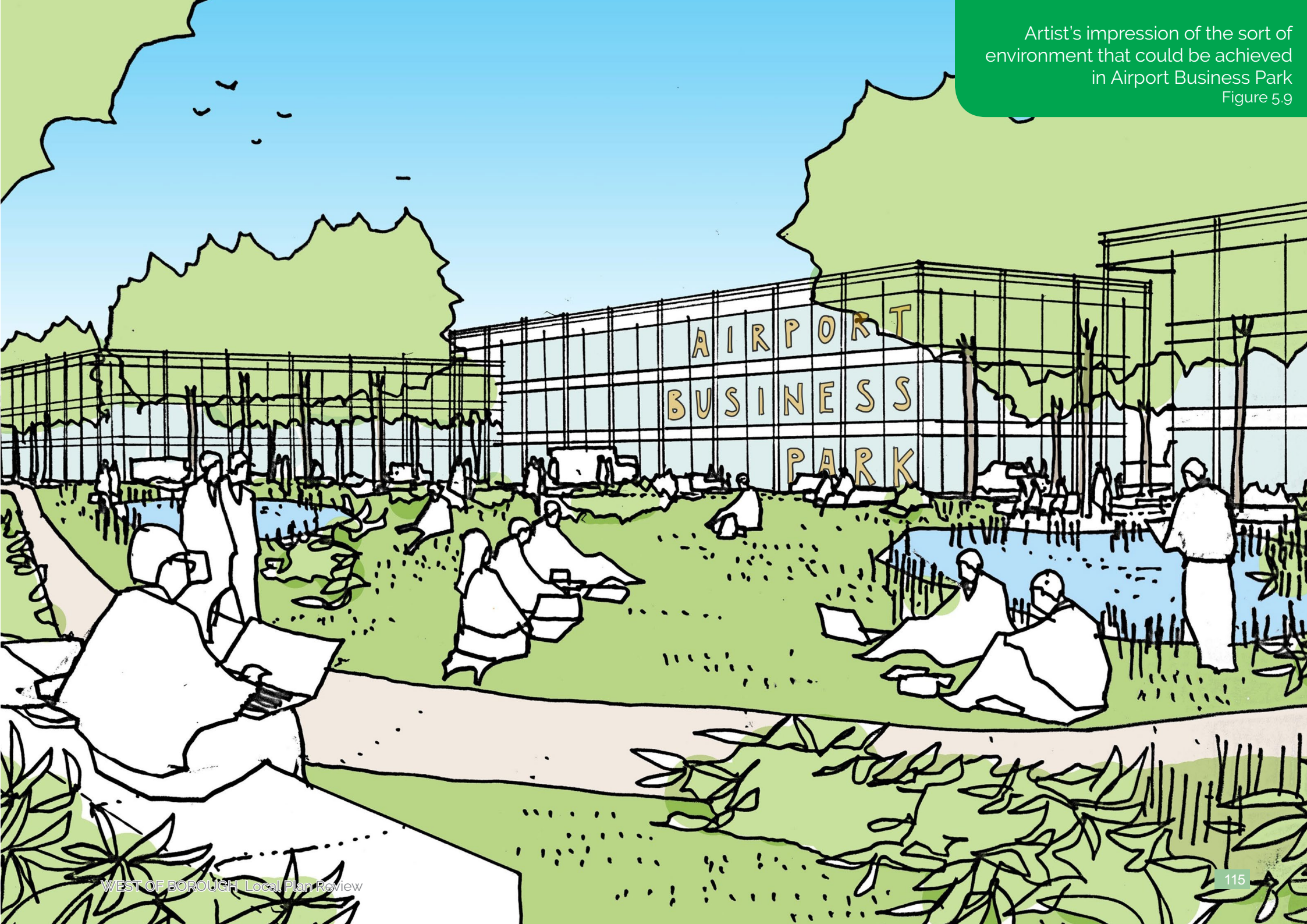
5.41 The area is surrounded by various types of open spaces and facilities including Bedfont Recreation Ground, Bedfont Football and Social Club, allotments, Hatton Cemetery, Hounslow Urban Farm, and the Duke of Northumberland's River.

5.42 In comparison to other sites in the area, the site offers a highly accessible and sustainable employment location, which located close to the runway threshold and impacted by the public safety zone and aircraft noise is unsuitable for housing development.

5.43 It is recommended that this site is one of the few sites to be removed from the Green Belt in this Plan and re-designated as a Locally Significant Industrial Site for development as it offers a unique opportunity to provide a key new, well planned Employment (logistics) hub for the Borough without being dependant on major new transport infrastructure.

5.44 This area forms part of the Heathrow Opportunity Area and development within Airport Business Park will be expected to be a major industrial, logistics and distribution hub focused around Hatton Cross Public Transport Interchange, which will form a recognisable centre and gateway to the area, contributing to the delivery of employment and business growth within the opportunity area.

Artist's impression of the sort of environment that could be achieved in Airport Business Park
Figure 5.9



AIRPORT BUSINESS PARK



VISION

The Council's vision for Airport Business Park is for it to become a 21st century global logistics and enterprise hub which will benefit from its close proximity to Heathrow Airport.

It will be an extension of the successful North Feltham Trading Estate and almost doubles the available floor space in this location serving cargo and airfreight businesses, as well as other airport support industries.

The Airport Business Park will benefit from access to the national and strategic road network as well as Heathrow Airport's Perimeter Road, while the nearby Piccadilly Line at Hatton Cross and local bus services offer public transport choices for the local workforce.

Existing open spaces and facilities, such as the recreation ground, allotments and the Hounslow Urban Farm will be enhanced and a network of well-integrated walking and cycling routes will be established that will link the development with the existing settlement, Hatton Cross underground station, river corridors and major open spaces.

AIRPORT BUSINESS PARK

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY P4 AIRPORT BUSINESS PARK

Our approach

Proposals should plan positively to deliver the place vision by:

Employment growth

- (a) Securing at least 145,000 sqm of industrial floor space (2,730 FTE jobs) with ancillary café (retail use) and designating the site as Locally Significant Industrial Site (LSIS).

Health, Wellbeing and Open Spaces

- (b) Supporting the creation of a high-quality place that helps workers to make active lifestyle choices, including providing walking and cycling routes to surrounding areas and providing a café to encourage social interaction amongst employees on site.
- (c) Protecting and enhancing the landscape character, environmental quality and the biodiversity value of the adjacent Site of Importance for Nature Conservation and supporting the delivery of landscaping, a green buffer and tree planted margins along the boundaries with neighbouring open space to provide corridors for habitats

- (d) Supporting proposals which encourage active lifestyles by improving access and connections to surrounding sports and recreational facilities and open spaces including the allotments, expanded Hatton Cemetery and the Hounslow Urban Farm.

- (e) Enhancing the river corridors and the quality and condition of watercourses such as the River Crane, the Duke of Northumberland's River and the Longford River.

- (f) Contributing towards compensatory improvements to the environmental quality and accessibility of remaining Green Belt land and MOL.

- (g) Carrying out contaminated land assessments and taking appropriate remediation measures for development on or near a site which is potentially contaminated.

Design and Heritage

- (h) Ensuring developments are of the highest design quality, achieve optimal employment densities and support new employment uses that will secure a successful operation of the LSIS

designation.

- (i) Requiring developments to be in compliance with DfT circular 01/2010 (including any subsequent updates) regarding control of development in airport public safety zones.
- (j) Ensuring that the scheme layout design should adopt the principle of secure by design which will enhance night and morning security of this area.
- (k) Supporting proposals that will use existing constraints such as Public Safety zone for high quality landscape designs.
- (l) Working with developers and partners to ensure that the sites are comprehensively designed including the positioning of the industrial unit frontages and café to create a sense of place.

Connecting People and Places

- (m) Creating well-defined streets and spaces with a network of safe and easily navigable pedestrian and cycle routes through the site to connect to Hatton Cross underground station, the Crane River Corridor, the Duke of



AIRPORT BUSINESS PARK

Northumberland's River, Longford river and associated open spaces and East Bedfont via the bridge at Richmond Avenue which will minimise the need for new employees to travel by car.

- (n) Providing access and servicing roads that service the businesses and allow the safe, reliable, and efficient movement of freight.
- (o) Encouraging businesses to find ways to minimise the number of additional servicing and delivery trips whether through the use of Delivery and Servicing Plans, the use of new technology or provision of appropriate facilities.

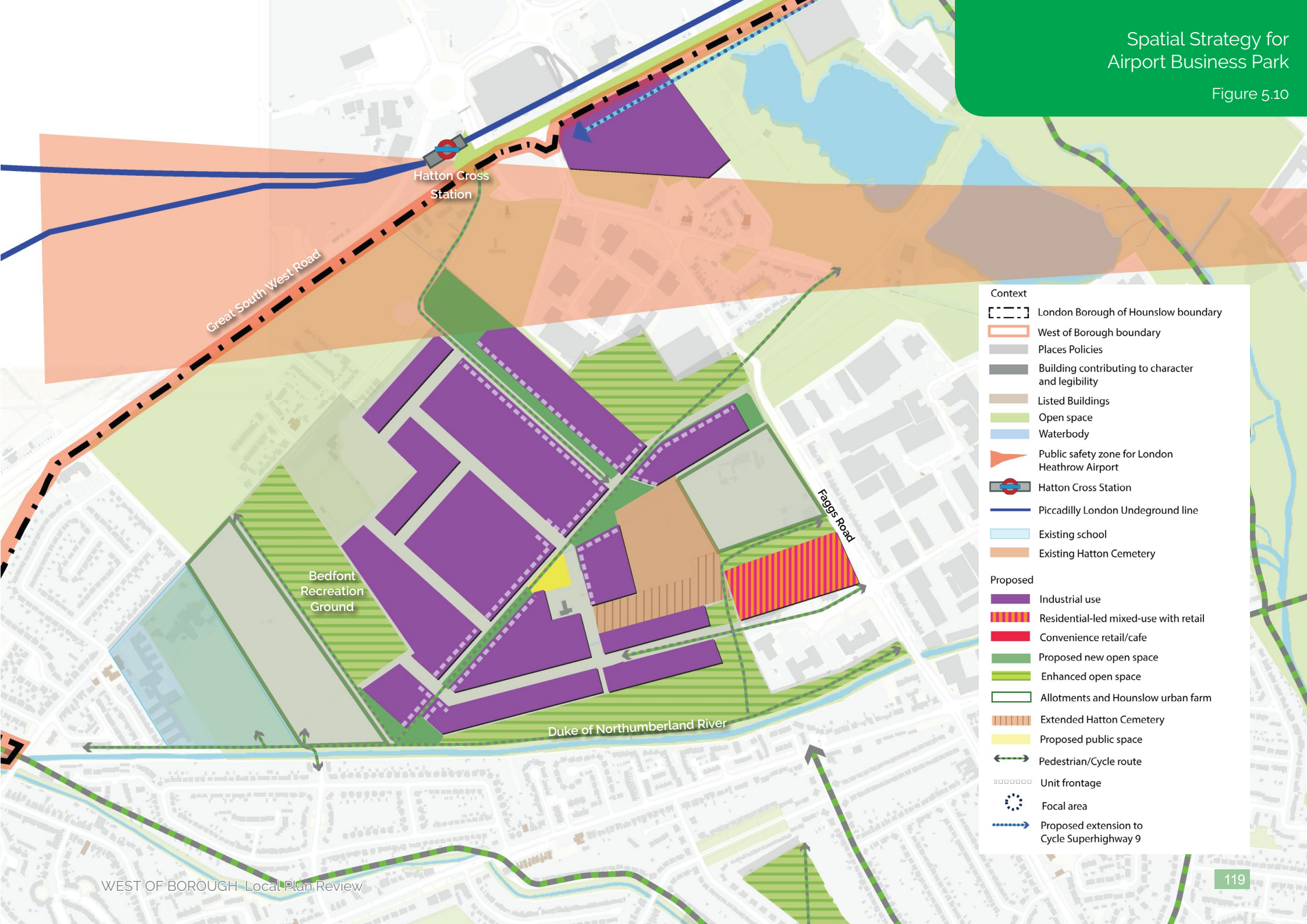
WE ARE TAKING THIS APPROACH BECAUSE:

5.45 Hounslow Employment Land Review (ELR) identified a particular need for additional industrial floorspace in the vicinity of Heathrow, in order to deliver sites required by associated businesses in the air freight, distribution and logistics industries. This site provides the opportunity to deliver significant additional industrial floorspace, and which could become a major logistics hub adjacent to Heathrow Airport. The site could provide much-needed employment floorspace for air cargo and freight forwarding businesses in particular as well as other employment space closely related to the airport.

5.46 This area is located in the Green Belt and under national policy, exceptional circumstances are required to be demonstrated to justify any alteration to Green Belt boundaries in plan reviews. In this case, the Green Belt Assessment has found that the site meets Green Belt purposes moderately but is capable of being released. The Council considers that the acute need for land to meet the requirements for additional industrial floorspace in this area in the vicinity of Heathrow, alongside the lack of alternative locations for such land, represent exceptional circumstances for altering the Green Belt boundary in this location.

5.47 The Airport Business Park site would offer good access to the airport, the national motorway network and London's strategic road network. The adjacent Piccadilly Line tube station and local bus services would offer public transport choices for the local workforce.

5.48 The site would be capable of becoming a major logistics hub, handling air cargo and freight, and it could also accommodate other light industrial businesses with a range of unit sizes providing over 2,700 new jobs.



Context

- [- - -] London Borough of Hounslow boundary
- [Orange] West of Borough boundary
- [Grey] Places Policies
- [Dark Grey] Building contributing to character and legibility
- [Brown] Listed Buildings
- [Light Green] Open space
- [Blue] Waterbody
- [Orange Triangle] Public safety zone for London Heathrow Airport
- [Red Circle with Blue Line] Hatton Cross Station
- [Blue Line] Piccadilly London Underground line
- [Light Blue] Existing school
- [Orange] Existing Hatton Cemetery

Proposed

- [Purple] Industrial use
- [Red/Yellow Stripes] Residential-led mixed-use with retail
- [Red] Convenience retail/cafe
- [Green] Proposed new open space
- [Light Green] Enhanced open space
- [Green Outline] Allotments and Hounslow urban farm
- [Brown Outline] Extended Hatton Cemetery
- [Yellow] Proposed public space
- [Green Arrow] Pedestrian/Cycle route
- [Dotted] Unit frontage
- [Dotted Circle] Focal area
- [Blue Arrow] Proposed extension to Cycle Superhighway 9

CRANFORD AND HESTON NEIGHBOURHOODS

OVERVIEW

5.49 Cranford and Heston are historic villages originally set within Hounslow Heath but now merged together within a landscape of inter and post-war housing bisected by busy highways. Heston still retains much of its historical village centre, where St Leonard's Church still stands. There are two conservation areas: Cranford Village and Heston Village.

5.50 Heston Aerodrome was located in the area between the years 1929 and 1947, until it was replaced by Heathrow Airport. The construction of Heathrow brought with it a number of housing estates for airport employees – some known as airways housing, with their distinct character and architecture. Similarly, there are a number of streets that reflect the association with aviation such as Spitfire Way.

5.51 The Cranford and Heston area is significantly constrained by a number of factors including aircraft noise resultant from Heathrow flight paths directly above and around the area; high levels of air pollution - especially around the main transport corridors of the M4, Parkway and Great West Road; an eroded public realm which is notable in neighbourhood and local centres which are severed from themselves by dual carriageways and dominated by incremental development that has contributed to an erosion of a sense of place and significantly prevents the economic vitality of their

businesses. Isolated housing estates that are poorly connected to other places and designed around the car leading to a fragmented public realm.

5.52 These limitations are further exacerbated by the potential development of a third runway at Heathrow Airport. The proposed alignment of this runway is likely to bring additional parts of the area into the 57dB threshold above which noise becomes a 'significant' community disturbance.

5.53 Cranford and Heston are well served by main roads, including the M4 motorway, Great West Road (A4 / A30), Bath Road (A4), and Parkway (A312). However, these routes create environments that are heavily dominated by traffic and impede pedestrian movement throughout the area causing severance and noise. Public transport accessibility in this area is not high. While Southall station is located approximately one mile to the north east and will soon benefit from the Elizabeth Line (Crossrail), its impact on the area will be limited.

5.54 There are a number of trading estates, industrial parks and distribution centres in the area which take advantage of their proximity to Heathrow Airport and/or the accessibility offered by the A312 (Parkway) and M4 corridor. Some of the land adjacent to these sites are in the Greenbelt or surrounded by it. While the Council recommends de-designation of part of the Greenbelt in this area, most of the de-

designated land would be retained as Metropolitan Open Space and would not be suitable for development. Existing trading estates are noticeably impersonal as they are heavily car oriented and situated within large plots that serve logistical purposes and require significant security structures.

5.55 There is still a considerable area of open space and rich natural assets within Cranford and Heston including open farmland at Rectory Farm, the River Crane corridor, the Grand Union Canal along the borough's northern boundary, and a number of neighbourhood parks.

Artist's impression of the sort of environment that could be achieved in Cranford and Heston
Figure 5.11



CRANFORD AND HESTON NEIGHBOURHOODS



VISION

The Council's Vision is for Cranford and Heston to be strong and well-connected neighbourhoods in a coherent urban setting, comprising of pleasant street, spaces and places that are welcoming, respectful of surrounding heritage assets and contribute to a strong sense of place.

The area's established industrial land use will be expanded, protected, consolidated and intensified and the neighbourhood and local centres will have a small increase in the number of mixed-use developments with shops on ground floors to create more vibrant centres that support the industrial and nearby residential areas.

There will be a high quality and coordinated public realm and transport network, including high quality and attractive walking and cycling networks, where existing and new residents will enjoy strong accessible links to the area's natural assets such as the River Crane, the Grand Union Canal and neighbouring Osterley Park, the area's neighbourhood and local centres and outside the borough, to the existing Southall train station which is currently undergoing an upgrade in anticipation of the arrival of the Elizabeth Line (Crossrail).

CRANFORD AND HESTON NEIGHBOURHOODS

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY P5 CRANFORD AND HESTON NEIGHBOURHOODS

Our approach

Proposals should plan positively to deliver the place vision by:

Employment and Housing

- (a) Encouraging new mixed use development with ground floor retail and community floorspace at local centres along Bath Road, Great West Road and along the western side of North Hyde Lane providing at least 1,400sqm of retail, restaurant, café and bar floorspace (55 FTE jobs).
- (b) Delivering 15,800sqm of industrial floorspace (300 FTE Jobs) and establishing a consolidated employment cluster in the core area next to the A312 (Parkway) and M4 corridor at existing trading estates, industrial parks and distribution centres.
- (c) Delivering at least 360 new homes in this area and enhancing the residential offer and environment at Heston Grange Lane and Ferraro Close.
- (d) Optimising land use and promoting a phased approach to estate renewal in areas such as Convent Way so that the

existing housing stock is replaced with high quality homes for existing and future residents.

Health, Wellbeing and Open Spaces

- (e) Working with partners and key stakeholders to mitigate the impact of pollution caused by Heathrow Airport, and provide compensatory environmental, social and economic benefits for the residents and workers in this area.
- (f) Promoting community health and active living with the provision of both built and outdoor community space.
- (g) Providing an enhanced public realm and public spaces that are inclusive and accessible to all users, which enhance community health and wellbeing, and ensure the safety and security of the community.
- (h) Enhancing walking and cycle routes, which can connect the existing river corridor, to other green spaces, such as Airlinks Golf Course and Osterley Park and to the national cycle route along the Grand Union Canal.
- (i) Enhancing the river corridors and the quality and the condition of watercours-

es and creating green corridor links between key assets of the Crane Corridor and Hounslow Heath.

- (j) Contributing towards compensatory improvements to the environmental quality and accessibility of remaining Green Belt land and MOL.
- (k) Carrying out contaminated land assessments and taking appropriate remediation measures for development on or near a site which is potentially contaminated.
- (l) Engaging the community in the delivery of a new park at Rectory Farm and seeking opportunities for enhancements and improvements to existing parks and waterways in and around this area including Brabazon Road Open Space for landscaping and planting, amenity facilities such as paths, shading and bins and the introduction of passive and active recreational facilities.
- (m) Working with partners and key stakeholders to explore the feasibility of delivering a Solar Farm on the Land South of WIM site in order to increase the supply of renewable and low carbon energy.

CRANFORD AND HESTON NEIGHBOURHOODS

Design and Heritage

- (n) Seeking design excellence in proposals to enhance the area historic and local character. New development at Cranford and Heston neighbourhood centres will be required to have positive relationships with the street frontages.
- (o) Strengthening local identity and character of Cranford Neighbourhood Centre by investigating the feasibility of relocating the historic “lock up” Grade II Listed building to the important landmark location at the junction of Bath Road and the Avenue. The lockup should be reactivated with communal, social and/or retail uses.
- (p) Working with local residents, community groups and housing providers to promote estate enhancement at Convent Way, Heston Grange Lane and Brabazon Road.
- (q) Supporting development that contributes positively to their context and have no negative impact on existing residential uses with densities of:
 - I. 4-6 residential storeys where appropriate along the Great West Road and Bath Road and in Heston Neighbourhood Centre.
 - II. 2 – 3 storeys close to existing

residential areas around Cranford High Street, southwards along the western side of North Hyde Lane and across the built-up areas of Heston.

- (r) Contributing towards and/or delivering improvements to the function and quality of the public realm for all users through enhanced way finding, lighting, street greening, public realm and active and/or positive frontages, particularly along primary movement routes identified in Figure 5.12 and at Brabazon shops, where a Plaza is proposed locally.
- (s) Creating a strong sense of community by delivering high quality neighbourhood design, community and arts hubs and attractive public realm improvements.
- (t) Strengthening local identity and character by conserving and enhancing Cranford and Heston conservation areas and heritage assets and embedding its historic references within the design and functioning of new development and public realm.
- (u) Working proactively with partners to promote Cranford and Heston areas for Heritage Action Zone status in order to enhance economic growth by using the historic environment as a catalyst. Cranford with its dual status

as both historic and Heathrow village using the listed Lock-up, public open space and regeneration of the turrets as focal points, and Heston as a historic and Heathrow suburb, using such sites as the Hermitage (a listed building at risk) and public open spaces and parks as focal points.

Connecting People and Places

- (v) Working with TfL to improve and increase the bus services from Cranford and Heston to Heathrow, key destinations in the rest of the borough and neighbouring boroughs such as Hillingdon and Ealing.
- (w) Delivering a high-quality public realm with active frontages and/or elevations that relate positively to Cranford Neighbourhood Centre and removing traffic barriers and initiating traffic calming measure to roads including the Great West Road (A4/A30), Bath Road (A4), and Parkway (A312).
- (x) Supporting the activation of the street with improved public realm and new high quality, accessible and inclusive walking/ cycling routes throughout the area including:
 - I. a route connecting Cranford Neighbourhood Centre and Avenue Park between properties on the northern side of Bath Road;

CRANFORD AND HESTON NEIGHBOURHOODS

- II. a north-south connection from West Hounslow to Southall Station in the London Borough of Ealing, traversing the M4 and Great West Road;
 - III. an east-west cycle and walking route along the Crane River valley connecting with Osterley Park to the north of M4;
 - IV. enhanced footpath along the northern side of the Bath Road west of Cranford High Street;
 - V. a new footway link between Avenue Park and the River Crane corridor (Berkley Meadows and Cranford Land in London Borough of Hillingdon); and
 - VI. a route connecting North Hyde Lane to the adjacent Airlinks Golf Course.
- (y) Encouraging improvements to crossing points over the Great West Road throughout the area, but in particular, adjacent to Local Centres, to improve permeability and enhance the economic vitality of the area's retail provision.
- (z) Improving the local road network to encourage the safe, reliable, and efficient movement of freight and to minimise its impact on congestion, road safety, and air quality.



CRANFORD AND HESTON NEIGHBOURHOODS



WE ARE TAKING THIS APPROACH BECAUSE:

5.56 Heston has merged into the inter and post war suburban landscape of the West of Borough area and has been bisected and isolated by busy transport corridors, reducing connectivity to the surrounding region and other parts of Greater London beyond.

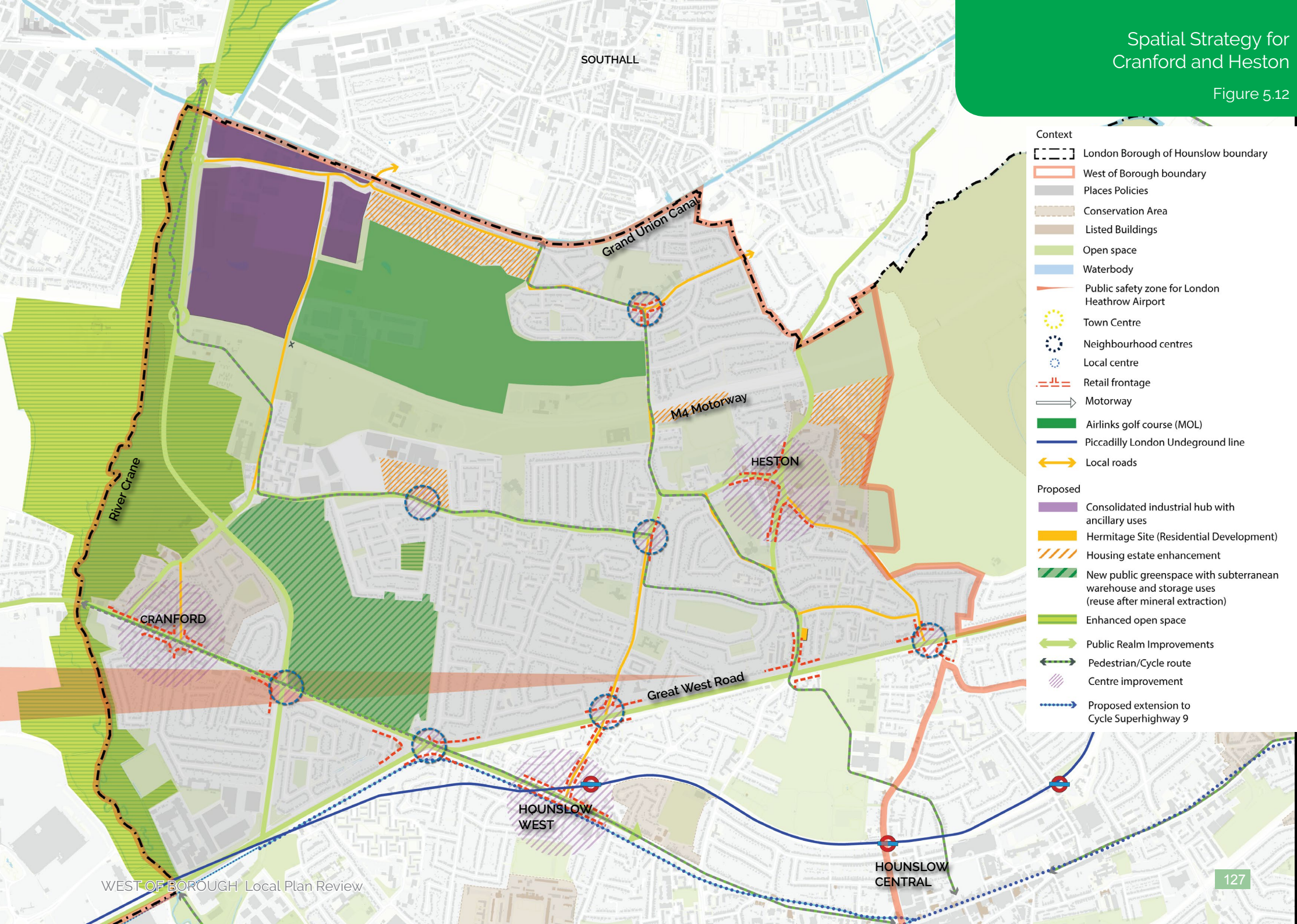
5.57 The proximity to the Airport has seen the emergence of Cranford and Heston as important locations for industry and employment and the Council would want to see this strategic role not only retained, but to establish Cranford and Heston's employment offer as a competitive and attractive one.

5.58 Stage 1 and Stage 2 Green Belt review identifies parts of the Greenbelt in the Cranford and Heston area that may be suitable for de-designation from Greenbelt, although, de-designation would mean that land will still be retained as Metropolitan Open Land (MOL) in most cases. In one case however, de-designation could provide for limited development adjacent to Locally Significant Industrial Sites in order to facilitate employment intensification and consolidation to enhance the area's provision.

5.59 The policies in this plan seeks to improve the public realm, reduce the dominance of the car and create a more pleasant and better-connected environment for pedestrians and cyclists. Given the

generally low levels of public transport accessibility the policies also seek to encourage people to walk and cycle rather than taking their cars. The main pedestrian and cycle routes shown through the area that link local centres, transport interchanges and open spaces should be prioritised for improvement along with the important junctions at the routes meeting points.

5.60 The Council recognises that the River Crane is an important part of London's Blue-Ribbon Network and is surrounded by a network of open spaces within and beyond the Borough boundaries. Accordingly, the policies for Cranford and Heston strive to better integrate built up areas and neighbourhoods with these natural assets for the betterment of the area's residents, workers and visitors.



- Context**
- London Borough of Hounslow boundary
 - West of Borough boundary
 - Places Policies
 - Conservation Area
 - Listed Buildings
 - Open space
 - Waterbody
 - Public safety zone for London Heathrow Airport
 - Town Centre
 - Neighbourhood centres
 - Local centre
 - Retail frontage
 - Motorway
 - Airlinks golf course (MOL)
 - Piccadilly London Underground line
 - Local roads
- Proposed**
- Consolidated industrial hub with ancillary uses
 - Hermitage Site (Residential Development)
 - Housing estate enhancement
 - New public greenspace with subterranean warehouse and storage uses (reuse after mineral extraction)
 - Enhanced open space
 - Public Realm Improvements
 - Pedestrian/Cycle route
 - Centre improvement
 - Proposed extension to Cycle Superhighway 9

06 DELIVERY AND MONITORING



DELIVERY AND MONITORING

INTRODUCTION

6.0 The West of Borough Plan supports the delivery of good growth through the regeneration of this Opportunity Area. The success of this Plan relies upon the implementation of these four main strands to help facilitate and coordinate regeneration:

(a) The need to balance the priorities set out in planning policy and secure appropriate funding and financing to support infrastructure delivery through the planning process;

(b) All parties supporting the timely delivery of development through an optimised approach to phasing in the Opportunity Area to realise the homes and jobs targets set out in this plan;

(c) Ensure engagement is undertaken with a wide range of stakeholders, taking a proactive approach as the local planning authority to fulfilling all duties and responsibilities; and

(d) Utilising all other planning functions that support the timely regeneration of the area,

including development management and Compulsory Purchase Order (CPO) powers, as well as regularly monitoring and updating planning policy.

WHAT WE WANT TO ACHIEVE

STRATEGIC OBJECTIVE 17

To positively meet our duties to deliver our strategic and local growth needs, linked to effective infrastructure planning and delivery.



DELIVERY AND MONITORING

HOW WE ARE GOING TO ACHIEVE THIS:

POLICY WOB7 DELIVERY AND MONITORING

Our approach

To support the timely delivery of development in the Opportunity Area, Hounslow Council will work with landowners, developers, infrastructure providers and other relevant stakeholders to:

- (a) Ensure development proposals are being brought forward as early as possible, subject to the necessary infrastructure requirements;
- (b) Secure the timely delivery of infrastructure required to support the needs of development as identified in the WoB policies and/or in the Infrastructure Delivery Plan (IDP);
- (c) Ensure any barriers to the successful and timely regeneration of the area can be appropriately addressed and overcome;
- (d) Contribute appropriately and proportionately towards required infrastructure identified in the Hounslow Infrastructure Delivery Plan (IDP), at a rate and scale sufficient to support development and growth in the area;

- (e) Ensure developments are planned and phased in a complementary manner to fit in with the programmed delivery of other development and infrastructure in the area, and that any adverse impacts, including during construction and servicing, are appropriately mitigated;
- (f) Deliver social, environmental and economic change through use of CPO powers for land assembly and rights over land.
- (g) Secure the delivery of infrastructure necessary to support sustainable development, meet the needs of development and, where necessary, mitigate the impacts of development by:
 - I. securing appropriate on-site enabling and development works;
 - II. negotiating s106 contributions necessary to make the development acceptable in planning terms, and which are directly related to and fairly and reasonably related in scale and kind to the development in order to ensure that the appropriate

infrastructure to support the Local Plan and proposed development is delivered;

- III. securing off-site highway works where this is necessary;
- IV. charging CIL on developments in accordance with the CIL Charging Schedules of the Mayor of London and L.B. Hounslow;
- V. working with relevant service providers to secure infrastructure funding;
- VI. where appropriate, considering potential alternative funding and financing mechanisms.

DELIVERY AND MONITORING

INFRASTRUCTURE DELIVERY

6.0 It is essential that appropriate infrastructure is planned and provided in a timely manner. Infrastructure in this sense is not just about roads and utilities, but also the community facilities, open spaces and waterways that constitute the social, green and blue infrastructure required to enable sustainable development.

6.1 This Plan has been prepared in line with the existing Local Plan's Chapter 8 and the Mayor's six Good Growth objectives as set out in the draft new London Plan. To ensure that we support sustainable growth that works for everyone, we will support the delivery of infrastructure which:

- accommodates and encourages social inclusion;
- enables the best and most efficient use of land;
- improves residents' health and promotes more active and healthy lives, in line with Healthy Streets principles
- supports the delivery of homes needed, particularly affordable homes;
- supports the growth of a good economy via improvements to digital, transportation, health and community infrastructure; and
- takes an integrated and smart approach to the creation of a more efficient and resilient city.

6.2 The delivery of regeneration in the WoB area is intrinsically linked to the timely delivery of infrastructure necessary to enable development, including the provision of facilities and services to meet the needs of those living, working and visiting the area both now and in the future.

6.3 As part of the Local Plan Review, the Council is updating the Infrastructure Delivery Plan (IDP) which provides a baseline for existing infrastructure capacity and assesses future needs. In addition, the IDP assesses, as far as is possible, the infrastructure required to support the development set out in this Plan by identifying key locations, sites and types of infrastructure essential for successful implementation. The IDP is not repeated in full as a document in the WoB Local Plan Review as the infrastructure schedule is a critical supporting document for the Local Plan more broadly. The IDP will not be a static document; as infrastructure priorities evolve and new information becomes available over the plan period, the IDP and Infrastructure Funding Schedule will be reviewed and updated annually.

FUNDING SOURCES

6.4 Securing funding and finance is critical for the timely delivery of infrastructure. New development will be expected to meet its own physical infrastructure needs, such as the provision of utilities on-site or the creation of new means of access. Where new development puts pressure on existing infrastructure or creates additional need (e.g.

for new community facilities or open space), new provision will be required. There will be a need to consider the ability of each site to contribute its fair share towards infrastructure, affordable housing and sustainability standards, whilst ensuring new development is viable and that the market is appropriately incentivised to deliver Good Growth within the opportunity area, as outlined in the draft new London Plan. Where necessary and viable, such provision will be secured through developer contributions. Early consideration of infrastructure needs and the integration of such within the design of a scheme will reduce the end-costs of provision.

6.5 Developer contributions may be sought through the Community Infrastructure Levy (CIL), Planning Obligations (Section 106) and Section 278 agreements.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

6.6 CIL is an important means of funding infrastructure through the development process. CIL allows local authorities to charge a levy on new developments in order to raise funds to deliver the infrastructure required to support growth. In London there are currently two levies: a Mayoral CIL to raise funds for Crossrail and a Local Authority CIL to pay for infrastructure such as road and rail improvements.

6.7 The Council formally adopted its CIL Charging Schedule and associated documents in July 2015.

DELIVERY AND MONITORING



PLANNING OBLIGATION (SECTION 106)

6.8 Section 106 (S106) of the Town and Country Planning Act 1990 allows a consenting authority such as LB Hounslow to enter into legal agreements with developers to fund or deliver certain works to make development proposals acceptable in planning terms.

6.9 Despite changes following the introduction of CIL, S106 agreements continue to have an important role in delivering items such as affordable housing, employment, construction and training, and addressing site-specific issues such as access.

6.10 Revenue generated from CIL and pooled S106 contributions will be used, alongside other available funding, to deliver infrastructure.

SECTION 278

6.11 These are agreements made under the Highways Act 1980 for the developer to carry out scheme-specific highway works needed to satisfactorily tie in a scheme to the road network, or to mitigate adverse impacts which would otherwise arise in the immediate vicinity of the site. Examples of the works covered by S.278 agreements are vehicular crossovers and drop kerbs (standard for most developments), or more major highway works such as traffic lights or junction improvements, where a scheme is estimated to generate a large number of vehicular movements.

DELIVERY AND MONITORING

OTHER PUBLIC AND PRIVATE SECTOR BODIES

6.12 There will be a need for both public and private sector investment in capital infrastructure projects and the establishment of revenue streams to support development. The Council will carry out its statutory duties and work with lead delivery partners to optimise the use of its assets whilst continuing to bid for public sector funding and grants from national, regional, strategic and local sources.

6.13 New people living and working in an area means new income for service providers. When the service provider is a governmental body (i.e. the GLA or TfL), this funding comes from public taxes, whilst in the case of non-governmental service providers this will usually be through direct payments from customers for the services provided (e.g. utilities).

6.14 A service provider's business plan will set out how it intends to continue to deliver its services subject to changing market needs. In the case of the WoB area, Hounslow Council is holding discussions with service providers to make them aware of the anticipated population increase expected in the area, the phased programme for delivery and any anticipated infrastructure needs. Where neither development nor public or private service providers can meet the anticipated costs of development, the public sector can look to borrow monies to finance infrastructure. The Council will look to borrow

monies to fund infrastructure through a method called Tax Increment Financing (TIF). This involves an authority borrowing money against anticipated future business rates income to fund the delivery of infrastructure 'up-front', with this money being repaid over time.

HOUSING ZONE

6.15 The Council was awarded Housing Zone status for Feltham in 2016 to assist in the delivery of new homes and supporting infrastructure tailored to sites.

6.16 Feltham will share £200m with 10 other Housing Zones across London. This financial support will enable the Council to unlock housing development as well as boost associated facilities for the benefit of residents and businesses, including an anticipated 3,300 new homes to be delivered between 2016 and 2026.

MONITORING

6.17 Monitoring is needed to establish what is happening now and what may happen in the future. It is a crucial process to help ensure that sustainable development is being achieved. By monitoring and studying trends it is possible to identify key challenges and opportunities for the future, enabling policy to respond accordingly.

6.18 The Council prepares a Monitoring Report (AMR) on the progress of local planning policy documents, evaluating the extent to which these policies are being implemented and their effectiveness.

6.19 Table 6.0 contains a full delivery matrix showing how, when and where each of the policies will be delivered. Monitoring indicators are also provided to evaluate the expected outcomes of each policy.

6.20 The indicators relating to the implementation of the strategic policies will be monitored on an annual basis with findings presented in an AMR.

6.21 A further series of indicators are contained within the Integrated Impact Assessment which accompanies the Strategic Policies. These indicators do not monitor specific policies but instead monitor the Plan as a whole by outlining areas in which it is expected to have an effect.

DELIVERY AND MONITORING

INFRASTRUCTURE PLANNED TO SUPPORT GROWTH



HEALTH FACILITIES

- New Health Centre in Heston
- Renovations to Feltham Centre for Health



ACTIVE TRAVEL

- New and improved cycle and pedestrian routes throughout the area, including Greenways and Quietways
- Clockhouse Lane foot and cycle bridge
- Public realm improvements
- New and enhanced bus services including routes serving Heathrow, via the new proposed Southern Road Tunnel



LEISURE & COMMUNITY FACILITIES

- Improvements to Hanworth Air Park Leisure Centre
- Cultural spaces at Feltham Green and Bridge House Pond
- Improvements to Cranford, Beavers, Bedfont, Feltham, Hanworth and Heston East libraries



SCHOOLS

- New all-through school in Feltham: Reach Academy 2
- New building for expanded all-through special school in Bedfont: Marjory Kinnon School
- Expansions to existing primary schools: Hounslow Heath Junior School and Beavers Community Primary School



GREEN INFRASTRUCTURE

- Investment programme for key park infrastructure, including: improvements to access, signage, park buildings and new play and fitness facilities



TRANSPORT AND CONNECTIVITY

- New Southern Rail Access to Heathrow with a station at Bedfont
- Feltham Station improvements
- New / enhanced bus services, including routes serving Heathrow
- Road network junction improvements
- New and enhanced bus services including routes serving Heathrow, via the new proposed Southern Road Tunnel

DELIVERY AND MONITORING

DELIVERY AND MONITORING MATRIX

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB1 Economic Growth	WoB area				<ul style="list-style-type: none"> Hounslow Council Developers Service providers Local Enterprise Partnerships 	<ul style="list-style-type: none"> Detailed places policies and masterplan proposals Site Allocations Development Management process Planning obligations CPO powers 	<p>1.1 Net additional employment floorspace delivered by type</p> <p>1.2 Proportion of affordable workspace secured on major schemes</p> <p>1.3 Net additional industrial floor space within LSISs and SIL</p> <p>1.4 Net additional town centre uses and floorspace provided in town centre</p>
	A minimum of 229,100 sqm industrial floorspace	103,300	98,300	27,500			
	A minimum of 9,600 sqm business/office workspace		2,500	7,100			
	A minimum 23,300 sqm broader retail floorspace	600	11,100	11,600			
	Provision of range of affordable workspace						
	Feltham Places (P1) <i>Site allocations nos 51-56, 59, 61-69, 71, 72</i>						
	A minimum of 9,000sqm business/office workspace		2,200	6,800			
	A minimum 15,200sqm broader retail floorspace		7,200	8,000			
	A minimum 5,900sqm industrial floorspace			5,900			
	A minimum 11,600sqm leisure floorspace			11,600			
	A minimum 11,600sqm health and community floorspace		6,000	5,600			
	Provision of an active retail frontage within designated town centre						
	Bedfont Lakes Neighbourhood (P2) <i>Site allocations nos.: 39, 40, 41</i>						
	A minimum 500sqm broader retail floorspace			500			
	A minimum 400sqm community use floorspace			400			

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB1 Economic Growth	Heathrow Gateway (P3) ††				<ul style="list-style-type: none"> Hounslow Council Developers Service providers Local Enterprise Partnership 	<ul style="list-style-type: none"> Detailed places policies and masterplan proposals Site Allocations Development Management process Planning obligations CPO powers 	<p>1.1 Net additional employment floorspace delivered by type</p> <p>1.2 Proportion of affordable workspace secured on major schemes</p> <p>1.3 Net additional industrial floor space within LSISs and SIL</p> <p>1.4 Net additional town centre uses and floorspace provided in town centre</p>
	A minimum of 115,000sqm business/office workspace			115,000			
	A minimum 6,000sqm broader retail floorspace			6,000			
	Airport Business Park (P4) <i>Site allocation no 57</i>						
	A minimum of 145,000sqm industrial workspace	72,500	72,500				
	Designation of the site as Locally Significant Industrial Site (LSIS).						
	Cranford and Heston Neighbourhoods (P5) <i>Site allocations nos.: 74, 77, 78</i>						
	A minimum of 15,800sqm industrial workspace			15,800			
	Other WoB site allocations <i>Site allocations nos.: 43-50, 80, 83-86</i>						
	A minimum of 62,500 sqm industrial floorspace	30,800	25,800	5,900			
	A minimum of 600sqm business/office workspace		300	300			
	A minimum 7,600sqm broader retail floorspace	600	3,900	3,100			
New academy centre for innovation, enterprise and associated employment							

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB2 Housing Growth	WoB area ††				<ul style="list-style-type: none"> Hounslow Council Developers Service providers Infrastructure Providers Voluntary sector 	<ul style="list-style-type: none"> Detailed places policies and masterplan proposals Site Allocations Proactive approach to site delivery Development Management process Planning Obligations CPO powers 	<p>2.1 Net additional housing secured and completed in WoB area</p> <p>2.2 Percentage of new homes that are affordable ††</p> <p>2.3 Percentage breakdown of all housing tenures ††</p> <p>2.4 Delivery of wheelchair accessible/ adaptable homes</p> <p>2.5 Delivery of additional plots/pitches for Gypsies, Travellers and Travelling Showpeople</p>
	A minimum of 7,780 new homes (not including Heathrow Gateway)	540	2,410	4,830			
	A minimum of 780 units on Strategic Permissions	780					
	Provision of at least 50% new homes as affordable housing						
	Affordable tenure split of 70% LAR / social rented, 30% intermediate						
	Retain and protect existing Gypsy and Traveller and Travelling Showpeople sites in West of Borough						
	Enhancement to existing sites to provide up to 3 additional pitches (Gypsies and Travellers) and 10 additional plots (Travelling Showpeople) in the first five years	3 pitches 10 plots					
	Feltham Places (P1) <i>Site allocations nos 51-56, 59, 61-69, 71, 72</i>						
	A minimum of 3,790 new homes	440	1,020	2,330			
	Bedfont Lakes Neighbourhood (P2) <i>Site allocations nos.: 39-41, 58</i>						
	A minimum of 1,810 new homes		60	1,750			
	Heathrow Gateway (P3) †						
	A minimum of 2,200 new homes			2200			
	Cranford and Heston Neighbourhoods (P5) <i>Site allocations nos.: 74</i>						
	A minimum of 360 new homes		360				
Other WoB site allocations †† <i>Site allocations nos.: 42, 50, 70, 73, 75, 76, 80-86</i>							
A minimum of 1,820 new homes	100	930	790				

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB3 Health and Wellbeing	WoB area				<ul style="list-style-type: none"> Hounslow Council Developers Service providers Infrastructure Providers Voluntary sector 	<ul style="list-style-type: none"> Detailed places policies and masterplan proposals Site Allocations Annual review of Infrastructure Delivery Plan Development Management process CIL Planning Obligations CPO powers 	<p>3.1 Concentrations of NO2 and PM10 at monitoring locations†</p> <p>3.2 The number of developments that meet or exceed the air quality neutral standards</p> <p>3.3 Gain in provision of social infrastructure to support new residential development</p> <p>3.4 Gain in number of events / venues supporting arts and cultural offer (qualitative)</p> <p>3.5 % increase of Health Impact Assessments submitted with Major developments</p>
	Appropriate mitigation of air quality and noise impacts and compensatory environmental, social and economic benefits						
	Increased access to open space and improved pedestrian and cycle connections						
	Re-use of existing social infrastructure and co-location of services in community hubs						
	Investment in new and expanded primary and secondary schools						
	Improvements to primary care facilities and expansion of existing health facilities into health hubs						
	New leisure facilities and open spaces supporting physical activity, exercise opportunities, recreation and play						
	Feltham Places (P1)						
	Improving existing and supporting new community facilities including new community hub at Feltham Arena						
	New and improved community and leisure spaces						
	High-quality public realm following Healthy Streets approach, including improved walking and cycling routes						
	Improved health facilities to meet additional demand (Feltham Centre for Health)						
	New all through school (Reach Academy 2)						

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB3 Health and Wellbeing	Bedfont Neighbourhoods (P2)				<ul style="list-style-type: none"> Hounslow Council Developers Service providers Infrastructure Providers Voluntary sector 	<ul style="list-style-type: none"> Detailed places policies and masterplan proposals Site Allocations Annual review of Infrastructure Delivery Plan Development Management process CIL Planning Obligations CPO powers Hounslow Council Developers Affordable housing providers 	<p>3.1 Concentrations of NO2 and PM10 at monitoring location†</p> <p>3.2 The number of developments that meet or exceed the air quality neutral standards</p> <p>3.3 Gain in provision of social infrastructure to support new residential development</p> <p>3.4 Gain in number of events / venues supporting arts and cultural offer (qualitative)</p> <p>3.5 % increase of Health Impact Assessments submitted with Major developments</p>
	New shared facilities and co-location of community facilities within community hub						
	New leisure facilities and open spaces						
	New internal and outdoor community space including a community centre at Bedfont Gardens						
	Heathrow Gateway (P3)						
	Inclusive and accessible public spaces						
	New internal and outdoor community space including facilities for health and active living						
	Airport Business Park (P4)						
	Provision of walking and cycling routes to surrounding areas						
	Provision of café on site serving employees						
	Connections to surrounding sports and recreational facilities and open spaces						
	Cranford and Heston (P5)						
	Mitigation of impacts caused by the proposed third runway and compensatory environmental, social and economic benefits						
	New shared facilities and co-location of community facilities within community hub						
	Provision of both internal and outdoor community space promoting community health and active living						

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB4 Green Belt, Metropolitan Open Land and Open Space	WoB area				<ul style="list-style-type: none"> Hounslow Council Developers Service providers Infrastructure providers Voluntary sector Private Sector Partners Land-owners GLA/TfL Friends of Groups 	<ul style="list-style-type: none"> Green Belt Review process Detailed places policies and masterplan proposals Development Management process CIL Planning Obligations CPO powers Hounslow Council Developers Service providers Infrastructure Providers Voluntary sector 	<p>4.1 Change in quantum of Green Belt, MOL and LOS designated land (hectares)</p> <p>4.2 Developments granted planning permission for net increase in publicly accessible open space†</p> <p>4.3 Developments granted planning permission within designated wildlife sites or Biodiversity Action Plan Priority Habitats †</p> <p>4.4 Performance of approved major developments against London Plan Urban Greening Factor (UGF) targets scores (0.4 for predominantly residential schemes, 0.3 for predominantly commercial)</p> <p>4.5 % SINCS in positive management and favourable condition</p>
	Network of multifunctional publicly accessible Green belt, MOL, open spaces and waterways						
	Enhancements to green infrastructure network integrated with All London Green Grid Framework						
	Overall net gain in biodiversity through provision of biodiversity habitats and green corridors						
	Increase Urban Greening of developments in line with GLA Urban Greening Factor						
	Feltham Places (P1)						
	Enhanced open spaces at Feltham Green, Feltham Park, Hanworth Air Park						
	New green spaces at Feltham East including central green space, neighbourhood pocket green spaces and playing fields.						
	De-culverting, naturalising and creating a path alongside the Longford River to create a high-quality open space						
	Bedfont Neighbourhoods (P2)						
	Greenway connections and protective green buffers east of South Bedfont neighbourhood and south of Bedfont Gardens						
	Enhanced cycling and pedestrian network and green/wildlife corridors in and around Bedfont Lakes Country Park						

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB4 Green Belt, Metropolitan Open Land and Open Space	Network of multifunctional publicly accessible parks and open spaces on de-designated Greenbelt land at East Bedfont				<ul style="list-style-type: none"> Hounslow Council Developers Service providers Infra-structure providers Voluntary sector Private Sector Partners Land-owners GLA/TfL Friends of Groups 	<ul style="list-style-type: none"> Green Belt Review process Detailed places policies and masterplan proposals Development Management process CIL Planning Obligations CPO powers Hounslow Council Developers Service providers Infra-structure Providers Voluntary sector 	<p>4.1 Change in quantum of Green Belt, MOL and LOS designated land (hectares)</p> <p>4.2 Developments granted planning permission for net increase in publicly accessible open space†</p> <p>4.3 Developments granted planning permission within designated wildlife sites or Biodiversity Action Plan Priority Habitats †</p> <p>4.4 Performance of approved major developments against London Plan Urban Greening Factor (UGF) targets scores (0.4 for predominantly residential schemes, 0.3 for predominantly commercial)</p> <p>4.5 % SINC in positive management and favourable condition</p>
	Heathrow Gateway (P3)						
	Green corridors between Neighbourhoods to provide a network of green spaces that serve as wildlife corridors to support biodiversity						
	New park (Mayfield Park) promoting Neolithic causewayed enclosure (Scheduled Ancient Monument) heritage asset						
	Network of well-connected and varied open spaces including a linear corridor connecting to Bedfont Lakes Country Park						
	Airport Business Park (P4)						
	Protecting and enhancing adjacent SINC through landscaping, green buffers, wildlife corridors and planting along site boundaries						
	Improved access and connections to surrounding open spaces allotments, expanded Hatton Cemetery, Hounslow Urban Farm Duke of Northumberland River						
	Cranford and Heston (P5)						
	Enhancements and improvements to existing parks and waterways including Brabazon Road Open Space including recreational facilities						
New park at Rectory Farm in line with community engagement							

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB5 Design and Heritage	WoB area				<ul style="list-style-type: none"> Hounslow Council Developers Relevant partners and stakeholders (e.g. Historic England) 	<ul style="list-style-type: none"> Detailed places policies and masterplan proposals Design Review Panel process Pre-application and Development Management process 	<p>5.1 Number of schemes nominated for or awarded a design award</p> <p>5.2 Change in status of heritage assets (within and outside borough) and / or change in number at risk)</p> <p>5.3 Number of Tall buildings permitted: (i) within identified appropriate areas/ clusters (ii) outside identified appropriate areas/ clusters</p> <p>5.4 Net increase in sqm of public space</p>
	Public realm improvements in Conservation Areas, Town, Neighbourhood and Local Centres						
	Conservation and enhancement of designated and non-designated heritage assets and re-use of vacant or underused historic buildings						
	Improvements to open spaces and public realm associated with historic and heritage buildings						
	Tall and focal buildings in locations identified in Places Policies						
	Public art and art/heritage trails celebrating area's historic assets, linking isolated areas and green spaces into the wider area.						
	High quality shop front design and signage that make a positive contribution to existing and future townscape						
	Feltham (P1)						
	Higher densities of up to six storeys at 'the Station Quarter' with focal buildings above this height in locations identified in policy						
	Development which preserves and enhances the Feltham Town Centre Conservation Area, and protects views of St Catherine's Church.						
	Sensitive refurbishment of heritage assets for housing and community uses including MOD (Feltham House) and Hanworth Park House						
	Improvements to public realm across Feltham, including High Street pavements, improving access to Bridge House Pond and connecting Feltham Green to the High Street						

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB5 Design and Heritage	Bedfont Neighbourhoods (P2)				<ul style="list-style-type: none"> Hounslow Council Developers Relevant partners and stakeholders (e.g. Historic England) 	<ul style="list-style-type: none"> Detailed places policies and masterplan proposals Design Review Panel process Pre-application and Development Management process 	<p>5.1 Number of schemes nominated for or awarded a design award</p> <p>5.2 Change in status of heritage assets (within and outside borough) and / or change in number at risk)</p> <p>5.3 Number of Tall buildings permitted: (i) within identified appropriate areas/ clusters (ii) outside identified appropriate areas/ clusters</p> <p>5.4 Net increase in sqm of public space</p>
	Development which enhances local character, heights of 3 to 4 stories with attractive public realm elements and new access roads						
	Development that responds positively to surrounding context with heights of 2 to 3 stories abutting existing residential area						
	Heathrow Gateway (P3)						
	New station square and Central Plaza with public art and well-designed pavements, attractive hard and soft landscaping etc.						
	Sustainable Urban Drainage system (SuDs) incorporated into landscaping and public realm						
	A functional street network with routes that enhance connectivity and movement within the scheme and connect to surrounding neighbourhoods, facilities and landscape						
	Airport Business Park (P4)						
	High design quality, achieving optimal employment densities which support new employment uses						
	Developments in compliance with DfT circular 01/2010 regarding control of development in airport public safety zones						
High quality landscaping making use of existing constraints such as Public Safety Zone							

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WOB5 Design and Heritage	<i>Cranford and Heston (P5)</i>				<ul style="list-style-type: none"> Hounslow Council Developers Relevant partners and stakeholders (e.g. Historic England) 	<ul style="list-style-type: none"> Detailed places policies and masterplan proposals Design Review Panel process Pre-application and Development Management process 	<p>5.1 Number of schemes nominated for or awarded a design award</p> <p>5.2 Change in status of heritage assets (within and outside borough) and / or change in number at risk)</p> <p>5.3 Number of Tall buildings permitted: (i) within identified appropriate areas/ clusters (ii) outside identified appropriate areas/ clusters</p> <p>5.4 Net increase in sqm of public space</p>
	High quality design which enhances the area's historic and local character						
	Community and arts hubs and attractive public realm improvements						
	Estate enhancement at Convent Way, Heston Grange Lane and Brabazon Road						
	Improvements to function and quality of the public realm through way finding, lighting, street greening, active and/or positive frontages						
	Heritage Action Zone status for Cranford and Heston						
	Relocate and reuse historic Grade II Listed "lock up" building to junction of Bath Road and The Avenue						

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WoB6 Connecting People and Places	WoB area				<ul style="list-style-type: none"> Hounslow Council Developers Infrastructure providers GLA/TfL Network Rail Rail companies 	<ul style="list-style-type: none"> Annual Review of Infrastructure Delivery Plan Working with strategic partners to bring forward transport infrastructure Detailed places policies and masterplan proposals Development Management process CIL Planning Obligations 	<p>6.1 Successful delivery of key sustainable transport infrastructure</p> <p>6.2 Increase in PTAL scores across the GWC area</p>
	Land safeguarded for delivery of Heathrow Southern Rail Access station and rail line						
	Improved walking and cycling infrastructure, including improved pedestrian footways and crossings, and new cycle 'Quietways'						
	Capacity improvements to London Underground and rail services						
	London underground and Rail station access and interchange improvements						
	Improvements to bus services and infrastructure, including to frequency and duration of services, extension of services etc.						
	Improvements to streets and public realm in line with Healthy Streets approach,						
	Increase walking and cycling connections between key destinations e.g. Heathrow, Feltham town centre and employment sites						
	Zero exhaust emission bus services and routes across the area						
	Measures to facilitate safe, reliable, and efficient movement of freight through the West of Borough area						
	Measures to reduce traffic congestion and improve air quality, noise pollution and pedestrian and cycle safety in traffic hotspots						
Measures to discourage unnecessary car journeys e.g. minimising parking provision, maximising efficiency of delivery and servicing							

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WoB6 Connecting People and Places	New Infrastructure to reduce air quality impacts including electric vehicle charging points and car sharing programmes				<ul style="list-style-type: none"> Hounslow Council Developers Infrastructure providers GLA/TfL Network Rail Rail companies 	<ul style="list-style-type: none"> Annual Review of Infrastructure Delivery Plan Working with strategic partners to bring forward transport infrastructure Detailed places policies and masterplan proposals Development Management process CIL Planning Obligations 	<p>6.1 Successful delivery of key sustainable transport infrastructure</p> <p>6.2 Increase in PTAL scores across the GWC area</p>
	Feltham (P1)						
	Measures to reduce traffic congestion and improve air quality, noise pollution and pedestrian and cycle safety in town centre						
	Greenway cycle route along the Longford River linking Hanworth Park to Feltham Town Centre						
	Enhancing Feltham station as a transport hub and improvements to the public realm						
	Increase public transport capacity and improve integration of public transport infrastructure						
	Well-connected, safe & attractive network of cycle and walking routes linking town centre with station, surrounding neighbourhoods, employment areas and open space						
	Bedfont Neighbourhoods (P2)						
	Enhanced public transport accessibility into area through bus service and capacity improvements, and connections to proposed Heathrow Southern Rail Access station						
	High-quality public realm with a walking and cycling network linking local centres, Bedfont Lakes Country Park and proposed Heathrow Southern Rail Access Station						
	New pedestrian and cycle bridge over the railway line on Clockhouse Lane providing improved access to Ashford town centre						
Appropriately designed access roads to new communities feeding into existing road networks							

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators	
		0-5	5-10	10-15				
WoB6 Connecting People and Places	New road bridge crossing the Feltham rail line connecting Lower Feltham West and Bedfont Gardens communities				<ul style="list-style-type: none"> Hounslow Council Developers Infrastructure providers GLA/TfL Network Rail Rail companies 	<ul style="list-style-type: none"> Annual Review of Infrastructure Delivery Plan Working with strategic partners to bring forward transport infrastructure Detailed places policies and masterplan proposals Development Management process CIL Planning Obligations 	<p>6.1 Successful delivery of key sustainable transport infrastructure</p> <p>6.2 Increase in PTAL scores across the GWC area</p>	
	Heathrow Gateway (P3)							
	New interchange hub at Clockhouse Roundabout including Heathrow Southern Rail Access station and bus infrastructure							
	Well-defined streets and public spaces with a network of safe and easily navigable pedestrian and cycle routes							
	Airport Business Park (P4)							
	Well-defined streets and a network of pedestrian and cycle routes through the site connecting to surrounding areas and transport nodes							
	Access and servicing roads servicing businesses, allowing safe and efficient movement of freight on and around site							
	Cranford and Heston (P5)							
	Enhanced bus services from Cranford and Heston to Heathrow, key destinations in the rest of the borough and neighbouring boroughs such as Hillingdon and Ealing							
	Improvements to public realm in Cranford Neighbourhood Centre							
Removal of traffic barriers and traffic calming measure to the Great West Road (A4/A30), Bath Road (A4), and Parkway (A312)								
Walking/cycling route connecting Cranford Neighbourhood Centre and Avenue Park between properties on the northern side of Bath Road								

DELIVERY AND MONITORING

Policy	What will be delivered and where	When will it be delivered (years)			Who will deliver it	How it will be delivered	Key Performance Indicators
		0-5	5-10	10-15			
WoB6 Connecting People and Places	North-south walking/cycling connection from West Hounslow to Southall Station in the London Borough of Ealing				<ul style="list-style-type: none"> Hounslow Council Developers Infra-structure providers GLA/TfL Network Rail Rail companies 	<ul style="list-style-type: none"> Annual Review of Infrastructure Delivery Plan Working with strategic partners to bring forward transport infrastructure Detailed places policies and masterplan proposals Development Management process CIL Planning Obligations 	<p>6.1 Successful delivery of key sustainable transport infrastructure</p> <p>6.2 Increase in PTAL scores across the GWC area</p>
	An east-west cycle and walking route along the Crane River valley connecting with Osterley Park to the north of M4						
	Enhanced footpath along the northern side of the Bath Road west of Cranford High Street						
	New footway links between Avenue Park and the River Crane corridor (Berkley Meadows and Cranford Land in LB Hillingdon)						
	A route connecting North Hyde Lane to the adjacent Airlinks Golf Course.						
	Improvements to crossing points over the Great West Road throughout the area, particularly adjacent to Local Centres						
	Improvements to road network to encourage safe, reliable, and efficient movement of freight to minimise impact on congestion, road safety, and air quality						

*The overall housing delivery targets for the WoB area are based upon site allocations and represents the minimum no. of units required by site allocations (please see Volume 2 Local Plan Site Allocations for more information). Non-residential floorspace delivery targets are taken from site allocations and represent the minimum required by site allocations. All targets are presented as minimum approximate targets.

**Indicative phasing is represented in the 'When will it be delivered' column which has been further divided into three sub-columns: phase 1 (0-5 years), phase 2 (5-10 years) and phase 3 (10-15 years). Targets have been phased for employment floorspace (given in sqm) and housing (in no. of units). Figures in these sub-columns reflect minimum targets required by site allocations within the WoB area and each place policy area. All targets are presented as minimum approximate targets.

† KPIs included from recommended IIA proposed monitoring programme (see GWC IIA 2019 for more details)

†† Some sites will not be available to develop within years 1 to 5 or 6-10 of the plan period, therefore these have been identified as broad locations for growth within the long term (years 11-15 of the plan) as per NPPF paragraph 67. For more information on individual sites please see Site Allocations Volume 2. For more information on infrastructure projects please see the Infrastructure Delivery Plan (2019).

