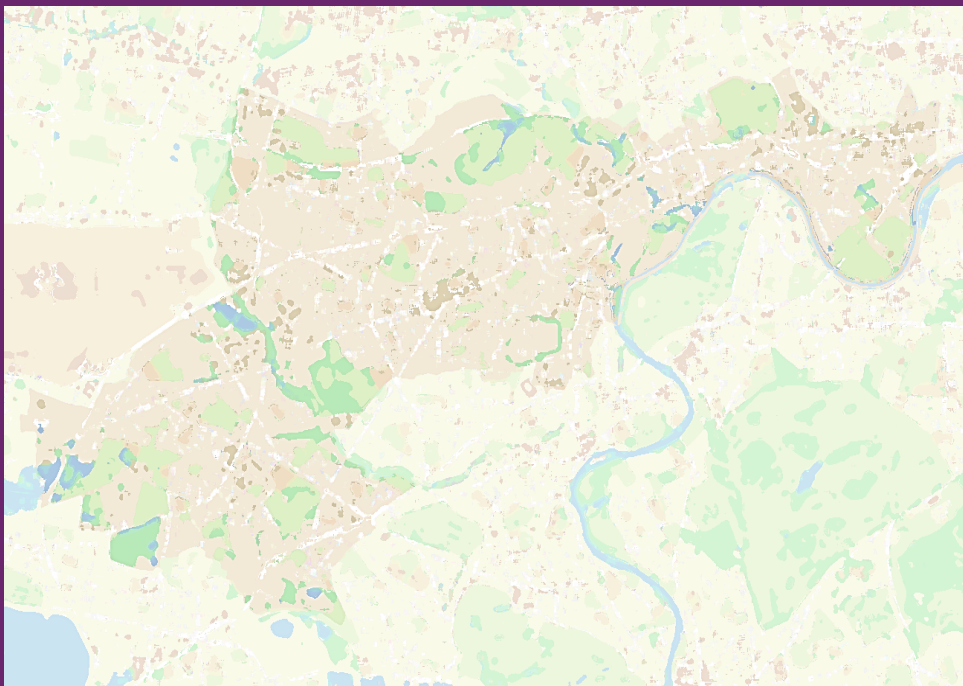


HOUNSLOW LOCAL PLAN 2020 – 2041

Proposed Submission
Version (Regulation 19)

July, 2024



**London Borough
of Hounslow**

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CHAPTER ONE

INTRODUCTION

PURPOSE

- 1.1 The single Local Plan is a local development plan document that sets out the council's proposals for the future development of the borough over the next 15 years through a suite of planning policies. All local authorities are required to prepare a Local Plan with the objective of contributing to the achievement of sustainable development, addressing the spatial implications of economic, social and environmental change. There are significant benefits to an authority in having an up-to-date Local Plan in place, in terms of delivering Council priorities, and managing the location, scale and form of future development. This new single Local Plan will help enable positive development in the Borough that meets the needs of communities, addresses climate change and enhances the built and natural environment.
- 1.2 The Hounslow Local Plan 2020-2041: Proposed Submission version consolidates work previously undertaken on separate proposed Local Plan Review documents for the West of the Borough, the Great West Corridor and boroughwide site allocations, as well as a focused review that was undertaken for the Hounslow Local Plan Volume 1 (2015-2030). These Local Plan Review documents were not progressed to adoption, but much of their content has been brought forward into this Local Plan document.
- 1.3 The Hounslow Local Plan 2020-2041: Proposed Submission version has been prepared using feedback received through several consultation stages. These include the Regulation 18 consultation on the single Local Plan approach undertaken in November and December 2023, the Regulation 18 consultation on the Focussed Issue Review of Volume 1 in October and November 2022, and the Post Submission and Regulation 19 consultations undertaken on the West of the Borough, Great West Corridor and Site Allocations Local Plan Review documents in October and November 2022 and Summer 2019 respectively.

SUSTAINABILITY APPRAISAL

- 1.4 The Hounslow Local Plan 2020-2041: Proposed Submission version has been subject to a number of statutory impact assessments, which together form the Integrated Impact Assessment (IIA). The IIA includes Sustainability Appraisal (incorporating Strategic Environmental Assessment), Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA). The Local Plan has also been subject to a Habitat Regulations Assessment (HRA) to determine whether there would be any adverse impacts upon statutory nature conservation sites. The IIA is a mechanism for considering and communicating the impacts of an emerging plan, and potential alternatives in terms of key sustainability issues. The aim of the IIA is to inform and influence the plan-making process with a view to avoiding

and mitigating negative impacts. Through this approach, the IIA for the single Local Plan seeks to maximise the developing plan's contribution to sustainable development and the quality of life of residents. The IIA and other impact assessments have been published alongside the Local Plan consultation documents.

POLICY AND CONTEXT

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

NATIONAL PLANNING POLICY FRAMEWORK

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

1.7 The NPPF requires that Local Plans

- Plan positively for the development and infrastructure required in the area
- Cover a 15-year timeframe, taking account of longer term requirements
- Be based on co-operation with neighbouring authorities, public, voluntary and private sector organisations
- Indicate broad locations for strategic development on a key diagram and land-use designations on a policies map
- Allocate sites to promote development
- Identify areas where it may be necessary to limit freedom to change the use of buildings
- Identify land where development would be inappropriate, for instance due to its environmental or historic significance
- Contain a clear strategy for enhancing the natural, built and historic environment

1.8 More generally, the NPPF sets out guidance in relation to key planning principles including building a strong economy; ensuring the vitality of town centres; promoting sustainable transport; delivering a wide choice of affordable homes; good design; promoting healthy communities; protecting open space and the built environment; conserving the historic environment; and meeting the challenge of

climate change. Further guidance and national policy are also published by government which is material to how planning decisions are made. The policies in the single Local Plan must be consistent with the principles and policies set out in the NPPF and address all of the Local Plan preparation requirements.

LONDON PLAN

1.9 The London Plan is the Spatial Development Strategy produced by the Mayor of London setting the strategic plan for development in London. The Local Plan is required to be in general conformity with the London Plan. The London Plan is also part of the statutory development plan for the borough and must be taken into account in the determination of planning applications.

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

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

- A minimum housing delivery target of 1782 additional homes per annum until 2029 with at least 2,800 homes delivered on small sites
- Setting an affordable housing target, including separate targets for affordable rented and intermediate housing
- Identifying and protecting Strategic and Locally Significant Industrial Sites
- Establishing the borough's town centre hierarchy, identifying Hounslow as a Metropolitan Centre, Chiswick as a Major Centre and Brentford and Feltham as District Centres
- Setting out detailed principles in relation to minimising carbon dioxide emissions and sustainable design and construction
- Opposing any further expansion of Heathrow Airport that involves an increase in the number of aircraft movements
- Facilitating the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041, including through the delivery of applicable transport schemes in the London Plan that are located within the borough
- Defining tall buildings within the borough's context, identifying areas that are suitable for tall building development and setting out the maximum heights of tall buildings that are considered appropriate
- Setting out maximum car parking standards
- Continuing the protection of Metropolitan Green Belt and Metropolitan Open Land, and embedding green infrastructure policy approaches such as the Urban Greening Factor
- Identification of the Heathrow Opportunity Area (shared with London Borough of Hillingdon) as an area to accommodate significant new housing and employment growth. The potential of this aspect will be dependent on the outcome of decisions to be made on the future function of Heathrow Airport.
- Identification of a Hounslow (Great West Corridor) Strategic Outer London Development Centre for employment use and an Opportunity Area at the

Great West Corridor

OTHER STRATEGIES

- 1.12 The Local Plan takes forward the vision for the borough set out in Opportunity Hounslow, which sets out the vision of growth for the borough and how benefits of growth will be delivered.
- 1.13 The Local Plan also takes forward the vision set out in the Corporate Plan: Ambitious for Hounslow 2022-2026.

OPPORTUNITY HOUNSLOW

- 1.14 Opportunity Hounslow is our inward investment programme, which is leading the regeneration and enhancement of the borough for all who live and work in Hounslow. The strategy sets out how we will work with communities and stakeholders to accelerate development and sustain economic growth to build a fairer, greener, stronger borough. The plan sets out the council's approach and ambitions for building on the borough's strong pre-Covid economic baseline. The vision is set out under the following priorities:
- Retain Hounslow's Economic Activity
 - Reskill and re-employ Hounslow's residents
 - Reimagine Hounslow's future Economy
 - Regenerate Hounslow
- 1.15 The strategy sets out how community will be based around thriving town centres, which will grow to deliver the ambitions, needs and leverage each place's distinctive strengths. The strategy also sets out how the economy will be a key player in the west London and the Greater London economy, maximising the opportunities afforded from its unique growth sectors, including the green economy, the creative and media industries, and the opportunities afforded from to the proximity to Heathrow.

AMBITIOUS FOR HOUNSLOW CORPORATE PLAN 2022-2026

- 1.16 The Corporate Plan sets out how Hounslow will continue to recover from the pandemic and the challenges that this has brought. It sets out how the Council will deliver a more equitable and resilient future, where everyone can live well and thrive, ensuring Hounslow is bustling, vibrant and busy and full of inspiration and opportunity. The plan sets the priorities for a greener, healthier, cleaner, thriving, safer and liveable Hounslow. The programmes to deliver this include the Council's Estate Investment Plan to create and maintain decent and save homes, in addition to Low Carbon Neighbourhoods and a transport programme to support healthy travel choices.

CHAPTER TWO

SPATIAL STRATEGY

SPATIAL VISION

- 2.1 The single Local Plan is the key to delivering the vision and aspirations of the local community for the future development of the borough over the next 15 years. The single Local Plan also includes the detailed planning and land use policies which will be used by all decision makers considering development proposals for the use of land and buildings in the borough. All planning and land use decisions must be taken in accordance with the development plan (of which this single Local Plan is the principal part) unless material considerations indicate otherwise.
- 2.2 The 2011 Census found that the population of London was growing much faster and in different ways than was previously forecast. Similarly, the borough population has been growing faster, leading to increased levels of housing need and changes to the housing types required. The borough's projected population growth will result in continued demand for new housing in the borough through the lifetime of the Local Plan. The supply of housing will be maximised to meet housing need in a manner that is consistent with sustainable development principles and is built at a rate that will meet and where possible, exceed the London Plan annualised completion targets. Hounslow will be a vibrant and growing borough, with high quality new homes built to provide a range of housing tenures, types and sizes in line with identified need.
- 2.3 The growth of the borough will be guided by a sustainable development approach, and by embedding the Mayor of London's Good Growth agenda to ensure that growth is socially and economically inclusive and environmentally sustainable. The single Local Plan will help meet the Mayor's objectives to help build strong and inclusive communities, make the best use of land, create a healthy city, deliver the homes Londoners need, grow a good economy and increase efficiency and resilience. The single Local Plan will ensure that new transport, community, green and grey infrastructure is provided to meet the needs of the borough's expanding population. In so doing we will also deliver a greener, healthier, cleaner, safer, liveable and thriving Hounslow in line with our Corporate Plan objectives.
- 2.4 Development will be directed to areas that have capacity for change, including the borough's town centres, the Great West Corridor and the West of the Borough Opportunity Areas. The Hounslow Employment Land Reviews identified that substantial additional floorspace is required in the plan period to meet the growth needs of industrial and office sectors. Industrial intensification and a growth in office development will meet the needs of these sectors, and a consequent growth in job opportunities. This will build on the borough's strong

pre-Covid economic baseline and provide investment to aid with post-pandemic recovery.

- 2.5 Growth will be balanced and directed to appropriate locations to ensure that the many great landscape, natural and built heritage assets and distinctive residential characters found across the borough will be protected and enhanced. This will include enhancements to the green and blue infrastructure network to create a greener Hounslow, whilst ensuring local nature recovery is prioritised with net gains for biodiversity secured.
- 2.6 The single Local Plan will also ensure that the borough is able to take radical steps toward achieving our net zero targets in line with the Council's declaration of a Climate Emergency in 2019 and the subsequent adoption of the Climate Emergency Action Plan in 2020. It is vitally important that future growth in Hounslow mitigates climate change through delivering net zero carbon development, supports the move towards a low carbon circular economy, delivers key infrastructure designed to adapt to a changing climate and creates a safe and secure environment which is resilient to future risks.. Future growth will also be better connected via sustainable and active travel improvements to reduce emissions from vehicles, improve our air quality and encouraging residents to lead healthier lives.

A VISION FOR THE LONDON BOROUGH OF HOUNSLOW 2041

Supporting our Town Centre

- 2.7 Town centres will become hubs of cultural, leisure, community and retail activity that support the growing population. Town centres will also be promoted as locations for economic growth, as places to do business. They will provide opportunities for business services and for business to take place outside of the normal workplace.
- 2.8 The places with the best public transport accessibility are the four town centres reflecting their role as local hubs and providers of shops and services to local catchments. Land use decisions will, where appropriate, permit higher densities of development where a high quality of design is achieved and enable protection of suitable commercial space for commercial uses at these locations to ensure these advantages are not squandered to short-term expediency. Local shops and services serving nearby residential areas will also be protected where there is an identified need.

Promoting Economic Growth and Inward Investment

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

- 2.10 Building on the innovation of the 'Golden Mile' that developed in the 20th century inter-war period, the Great West Corridor will be transformed into a place fit for business in the 21st century, with the delivery of well-designed mixed use developments that build on the Great West Road's commercial frontage and protect existing employment uses. The economic stimulus and digital and media specialism anchored by the BSkyB Campus and Chiswick Business Park will be maximised, including new business and supply chain opportunities. Evidence indicates that demand for high grade office space from multinational corporations in high growth sectors such as hi-tech, media and pharmaceutical companies will also continue to be strong.
- 2.11 To the west of the borough the major business and transport distribution sites such as North Feltham Trading Estate and Transport Avenue, and the technology office locations at Bedfont Lakes will consolidate. While their economic base will be diversified the economic stimulus of Heathrow Airport will continue to be respected; with optimal supply chain opportunities and continued major representation of international companies, distributive and support functions based on the proximity relationship with Heathrow Airport secure.
- 2.12 Such economic development opportunities will be used as a catalyst to regenerate the borough's town centres, which will help transform the borough's town centres into some of west London's most vibrant destinations for a diversity of cultural and leisure offer. The Local Plan will seek to ensure a diversification of town centre uses to achieve activity during the day and night that acts as a focus for servicing the diversity of local cultural needs. Retail, businesses and consumer services, and residential uses are part of this consideration, but the case for conversion of commercial space to residential uses will be carefully balanced against wider town centre uses to promote and enhance places that can deliver economic growth and employment and must include leisure, community and cultural facilities. This will all also help provide accessible opportunities for soft networking for companies throughout the borough, including those at Great West Corridor, which will in turn create supply chain opportunities for local businesses.
- 2.13 Unemployment will remain low compared to London and UK averages and the rates of inward and outward commuting will have reduced compared to 2015 levels as more borough residents secure higher value employment within the borough or close by. The percentage of the borough population living in areas within the most deprived areas in London will be reduced. Assisted with contributions secured through Section 106 agreements and Community Infrastructure Levy and coordinated through the Infrastructure Delivery Plan, the necessary physical and social infrastructure needed to supported new development and population change will be provided in a timely manner
- 2.14 The borough's future economic performance will grow as the highly entrepreneurial and intrinsically competitive resident businesses utilise the diversity of places, talents and locational advantages found in the London Borough of Hounslow.

Delivering Sustainable Mixed Communities

- 2.15 The population of the London Borough of Hounslow will continue to grow rapidly, increasing by a further 30,000 people to reach approximately 314,000 over the plan period. The people will be of many backgrounds, ages, abilities and faiths, but they will share great ambitions for our borough and its future. While some of the population will move on, an increasing proportion will choose to stay permanently in the borough that embraces diversity and change; offers the quality and types of homes, community, cultural and religious facilities they need and want; offers the health, education and leisure opportunities for the quality of life they want, together with improving economic opportunities and environmental quality. Health and care services and an increasing provision of adaptable Lifetime homes and support packages will enable older people to remain near family.
- 2.16 Over the plan period there is a significant 'step change' in housing delivery compared to previous targets. A housing delivery strategy will ensure this will be achieved and maintained to ensure continuous supply of housing development opportunities, together with an ambitious programme of delivery of additional affordable homes and specialist independent and non-independent supported living. A broad mixture of housing types and tenures will be achieved to meet the needs and aspirations of local people, including well-designed HMO accommodation in suitable locations, affordable and intermediate tenures, and for market rent and purchase at a range of price points and across the geography of the borough. Affordable housing will be sought on all sites proposing 10 or more homes, aligning with the London Plan strategic target of 50% affordable housing and 35% affordable housing where applications follow the London Plan's Fast Track route of the threshold approach to affordable housing delivery. Social rented housing will be prioritised within the affordable rented housing tenure, reflective of the Council's evidence for local housing needs. New homes will comply with London-wide minimum space and accessibility standards and with specific additional requirements for external private amenity space to ensure that our housing continues to offer the best aspects of suburban amenities that local people want.

Delivering Community Infrastructure

- 2.17 We will continue to plan proactively for the provision of social infrastructure, with development proposals providing high quality, accessible and inclusive social infrastructure which addresses local needs.
- 2.18 The quality and quantity of school and early year's places will have increased to meet the needs of the population. These will be provided through the mixed provision of enhanced schools, offering a choice of good quality school places catering for all educational needs in a balanced and accessible distribution. Further and higher education facilities in the borough and skills and employment training will be expanded and enhanced in partnership with local employers, including brokered employment and training opportunities for residents in new developments.
- 2.19 Our places have been designed with health and wellbeing in mind, and have

embedded active design principles to ensure our residents lead healthier, happier lives. This includes healthy streets which encourage active travel and provide high quality public realm which is safe and inviting. Green open spaces are better linked via a network of walking, wheeling and cycling routes to encourage people to get out more. The network of vital health infrastructure has been improved and expanded to accommodate the needs of all residents.

- 2.20 Our leisure and cultural infrastructure continues to engage and delight residents and visitors alike. Leisure, recreation, arts and cultural facilities in the borough have been safeguarded and improved to create greater opportunities for participation and social interaction. Our diverse communities are able to show off their cultural heritage and feel valued as part of a welcoming, multicultural borough.

Enhancing Connectivity

- 2.21 The borough has developed along key road and rail routes which now carry heavy volumes of traffic to and from central London, and Heathrow Airport, immediately to the west, generates significant surface traffic. This is further exacerbated by peak hour commuter traffic and local traffic movement throughout the day and night. The limitations of the local public transport, particularly for north-south movement across the main radial routes, create a local reliance on the private car. The scope for walking and cycling is limited in places by man-made and natural physical obstacles. This contributes to air pollution and together with flights in and out of Heathrow Airport, to noise pollution which can disrupt conversation and other activities such as learning, and can increase stress and disturb concentration, rest and sleep.
- 2.22 Improved connectivity will be fundamental to delivering the vision, both connecting the Great West Corridor to the borough's town centres, and beyond these to the strategic rail network and international travel network. The improved connections from the workplace will create opportunities in town centres for local business services and networks to develop and create opportunities to do business outside of the normal workplace environment.
- 2.23 Over the plan period land use and transport planning strategy will have produced a range of major and minor projects and decisions that will together mitigate and avoid some of these impacts. Public transport accessibility will be greatly improved through current programmes of rail service upgrade and new passenger services will connect Brentford, the Great West Road and Great West Corridor with the new Elizabeth Line at Southall. This together with a new rail passenger service between Hounslow Station and Brent Cross via Old Oak Common will enable Outer London orbital rail connections to Elizabeth Line and the new HS2 interchange on the west side of London. A full Piccadilly line service at Turnham Green will improve service to the Chiswick area, and surface level access to Heathrow Airport via the South West Trains network will improve service levels in the south and west of the borough. Bus and cycle networks will be improved with a particular focus on linking out-of-centre business locations with town centres, such as between Great West and Brentford.

- 2.24 Improved connectivity and transportation improvements will support the principal out-of-centre employment locations including on the Great West Corridor, focusing on digital and media and anchoring commercial growth and HQ offices at the gateway to central London. The stimulus of Heathrow Airport and innate entrepreneurship and innovation of the borough's diverse peoples will continue to underpin local economy in the West of the Borough, with improved access to a range of jobs and skills for local people.
- 2.25 Such strategic transport improvements, together with more localised enhancements to public realm and pedestrian and cycle routes, will help unlock a broader range of employment and training opportunities to the borough's residents and underpin the supply chain. These developments will create new local economic opportunities and support the borough's many smaller and younger firms and highly entrepreneurial economy to develop and remain in the borough. It will help reduce the mismatch in local skills and employment opportunities, and promote more sustainable travel patterns.

Maximising the Benefits of our Green and Blue Infrastructure

- 2.26 The borough will continue to enjoy one of the largest amounts of open space in London. The functional Green Belt will on the whole continue to cover open space in the west of the borough up to Hounslow Heath, which is south west of Hounslow town centre. Where amendments are made to Green Belt boundaries to provide new employment allocations on appropriate sites, compensatory improvements will be required to the existing Green Belt, to provide enhancements to the accessibility and environmental quality of these areas. A particular focus will be taken to deliver improvements in the Crane Corridor area. Council-owned open space in the west, including that in the Green Belt, will be enhanced in terms of access, use for recreation and environmental quality and biodiversity. The visual quality and openness of the Green Belt will remain paramount.
- 2.27 Large and valued open spaces within the borough designated as Metropolitan Open Land will be equally protected. These include Osterley Park, Chiswick House and Grounds, Duke's Meadows, Gunnersbury Park, Boston Manor Park and Syon Park. Many smaller open spaces and parks in the borough continue to play a valuable role as part of the open space network, providing for more informal recreation including dog walking and children's play, as well as providing valuable corridors and links between our designated and non-designated habitat sites.
- 2.28 The borough's multiple nature conservation areas will have been enhanced and expanded to provide a network of resilient and varied habitats which promote nature recovery and create net gains for biodiversity. This will have joined up our most important sites, such as Kempton Waterworks (which is designated a Site of Special Scientific Interest, a Special Protection Area and a RAMSAR site as part of the wider South West London Waterbodies designation), to our locally designated sites (including SINC and Local Nature Reserves) and our non-

designated local open spaces and urban green infrastructure to create a bigger, better and more joined up ecological network.

- 2.29 Continued partnership working will continue to protect and enhance the Blue Ribbon Network in the borough, which is part of London's strategic network of waterbodies and blue spaces covering the River Thames, canals, tributary rivers, lakes, reservoirs, ponds and other smaller waterbodies. All of these waterbodies are key elements of the borough's environment and make contributions to the landscape, ecology, transportation network and local amenity of the area, including the large open spaces such as Osterley Park, Thames-side and urban Brentford. The Council will continue to plan for and secure appropriate flood defence, waste water and other necessary infrastructure to address the impacts of a changing climate and improve the health of our rivers and waterbodies.

Reinforcing Local Character and Context

- 2.30 The quality of life and health of residents will be improved by the provision of supporting infrastructure and high quality and responsive design that respect and enhance local character. The vision and growth strategy is to direct growth into areas that have capacity for change, while protecting and enhancing the many great landscape, natural and built heritage assets, and the distinctive established residential characters found across the borough.
- 2.31 The rich and varied heritage of the borough includes many very important designated heritage assets. There are 28 conservation areas (mostly concentrated in the east of borough, in Chiswick, Brentford and Isleworth, and over 500 statutorily listed properties, both commercial and domestic. The borough also contains some of west London's remaining Great Estates at Chiswick, Gunnersbury, Boston Manor, Osterley and Syon, a unique and distinct aspect of the borough which contributes significantly to the environmental and cultural wealth of the borough. These assets have a considerable influence on the townscape of the borough, but so too do many non-designated assets, including locally listed buildings of townscape character and a wide variety of other assets important to local communities. Further designations will be made as appropriate and non-designated assets documented to the Heritage Environment Record so that their significance is properly understood and responded to in all development proposals impacting on them. Archaeological heritage will be protected and respected according to its significance.
- 2.32 Significant to influencing new development to take place over the plan period, are the history and pattern of existing development and the distinct characteristics of the places within the borough. These have been identified in the London Borough of Hounslow Characterisation and Growth Study and the Character, Sustainability and Design Codes SPD. Some places are less sensitive to change, some more so; the design of all development will be expected to respond to cues and sensitivities identified in this resource and others to achieve a high quality of innovative and respectful development as appropriate.

Ensuring Environmental Quality

- 2.33 Following the declaration of a climate emergency by the Council in 2019, we

recognise that decarbonising the built environment is central to achieving carbon reduction targets. Radical progress will have been made towards becoming a net zero carbon borough, by minimising the demand for energy, promoting renewable and low carbon technologies within new development, and promoting a new borough wide heat network to decarbonise heating and cooling. Opportunities for carbon off-setting investment into renewables and the retrofitting of existing poorly performing homes and buildings will be maximised in order to achieve our net zero objectives. The built environment will be fully prepared for a changing climate through achieving the highest standards of sustainable design and construction in new development, and by ensuring that adaptation and resilience measures to address flood risk and other impacts are fully embedded in all of our places and neighbourhoods.

- 2.34 Air quality will have been improved through taking an air quality positive approach borough wide, while light and noise pollution impacts will have been addressed through careful design. The quality of the natural and built environment will have improved through the effective tackling of the causes of pollution to improve residents' health and wellbeing.

DELIVERY

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

- 2.36 In striving to achieve sustainable development the single Local Plan includes plans for two Opportunity Areas that have capacity for growth and change in the plan period. These are the Great West Corridor and the West of Borough (the Hounslow portion of the Heathrow Opportunity Area).

OBJECTIVES

2.37 The eight Objectives of the Plan are derived from the Local Plan 2015, with amendments to reflect the latest Corporate Plan objectives and other relevant strategies. The objectives are set out below:

OBJECTIVE ONE: SUPPORTING OUR TOWN CENTRES

- A. To strengthen the role of our town and local centres to encourage a broad range and mix of uses and activities that meet the needs of users.
- B. To maintain our town centres as a focus for the community and to attract investment. Enhanced public realm and environmental improvements will also help build their identity.

OBJECTIVE TWO: PROMOTING ECONOMIC GROWTH AND INWARD INVESTMENT

- A. To encourage inward investment and facilitate job growth by maintaining the supply of employment land, allocating development sites to accommodate forecasted employment growth and supporting our existing employers to expand.
- B. To make the London Borough of Hounslow an attractive place to do business by creating an environment conducive to entrepreneurs and ensuring our residents are appropriately skilled.
- C. 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.
- D. 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.
- E. To foster an environment where existing, new, innovative, cultural and creative enterprises can prosper, leveraging the Great West Corridor's designation as part of the Creative Enterprise Zone.

OBJECTIVE THREE: DELIVERING SUSTAINABLE MIXED COMMUNITIES

- A. To provide a high proportion of new homes at sizes, tenures and types which are affordable to local residents, include aspirational family homes and high quality provision for the elderly and contribute to helping London meet its needs and to allow people to choose to live in the borough throughout their lives and create stable mixed communities.
- B. To provide new homes in sustainable locations where residents can walk and cycle to local jobs, amenities and green space.
- C. To ensure new homes support good growth by integrating with shops, business and community uses to encourage lively and liveable places.

OBJECTIVE FOUR: REINFORCING LOCAL CHARACTER AND CONTEXT

- A. To recognise the varied character of the borough's neighbourhoods and seek to preserve and enhance their special qualities, natural environment, heritage assets, historic environment and overall townscape quality and appearance. Combine this with the promotion of innovative and well-designed development that express distinctively their role and form, meet the needs of 21st century urban living and contribute positively to the character of an area and its sense of place.

OBJECTIVE FIVE: MAXIMISING THE BENEFITS OF OUR GREEN AND BLUE INFRASTRUCTURE

- A. To protect, maintain and improve the quality, openness, accessibility, amenity, biodiversity, function and recreational value of the borough's green and blue spaces to maximise their health and wellbeing and other multifunctional benefits to our communities.
- B. To enhance and expand existing green and blue infrastructure links to create a new continuous network connecting green and blue spaces, nature conservation sites and urban greening measures to facilitate better access for local residents, contribute to nature recovery and promote wider environmental resilience.
- C. To encourage active lifestyles through the provision of improved parks, playing pitches and play facilities connected by a network of green active travel corridors.

OBJECTIVE SIX: DELIVERING COMMUNITY INFRASTRUCTURE

- A. To ensure the delivery of appropriate infrastructure providing a range of community, education, training, leisure, health, cultural, sport and

entertainment facilities that will support the borough's growing community and which are seen as a positive reason for visiting, living in and working in the borough.

- B. To encourage shared facilities and co-location of uses to improve the quality and range of accessible services and facilities.
- C. To maximise health and wellbeing outcomes through creating healthy places which encourage active lifestyles and increase social interaction.

OBJECTIVE SEVEN: ENSURING ENVIRONMENTAL QUALITY

- A. To protect all sensitive users from the detrimental effects of noise, air and other environmental pollution through implementing adequate protections and design-stage mitigation measures, and the enforcing of strong environmental standards.
- B. To promote the mitigation of, and adaptation to, climate change through requirements for zero carbon homes and buildings; sustainable design and construction; green and blue infrastructure provision; reducing carbon emissions from the built environment, energy and transport; the management of flood risk and overheating; and the conservation of resources.

OBJECTIVE EIGHT: ENHANCING CONNECTIVITY

- A. To promote ease of movement for all through enhancing and increasing public transport, including strategic rail networks and enhanced bus services, cycling and walking measures to provide genuine alternatives to private vehicles for the majority of journeys improving connections to and from transport hubs and key local and strategic destinations.
- B. To provide new and enhanced walking and cycling networks to encourage active travel and improve accessibility, connectivity, and ease of movement.
- C. To reduce unnecessary car travel, reduce congestion, improve air quality and health and well-being through the delivery of targeted highway improvements, electric vehicle infrastructure, better car-sharing options and limiting car-parking offers.
- D. To promote ways to reduce the impact of construction, servicing, and delivery trips.
- E. To positively meet our duties to deliver our strategic and local growth

needs, linked to effective infrastructure planning and delivery.

- F. To improve the provision of telecommunications infrastructure to increase the attractiveness of the borough to business, and reduce the need for commuting.

SPATIAL STRATEGY FOR TEN DISTRICTS

2.38 The ten districts equate to the ten study areas established for the London Borough of Hounslow Characterisation and Growth Study, an important part of the evidence base for the Local Plan. The London Plan 2021 designates two opportunity areas, the Great West Corridor Opportunity Area and the West of the Borough Opportunity Area (the part of the Heathrow Opportunity Area that falls within Hounslow Borough).

SPATIAL STRATEGY FOR TEN DISTRICTS

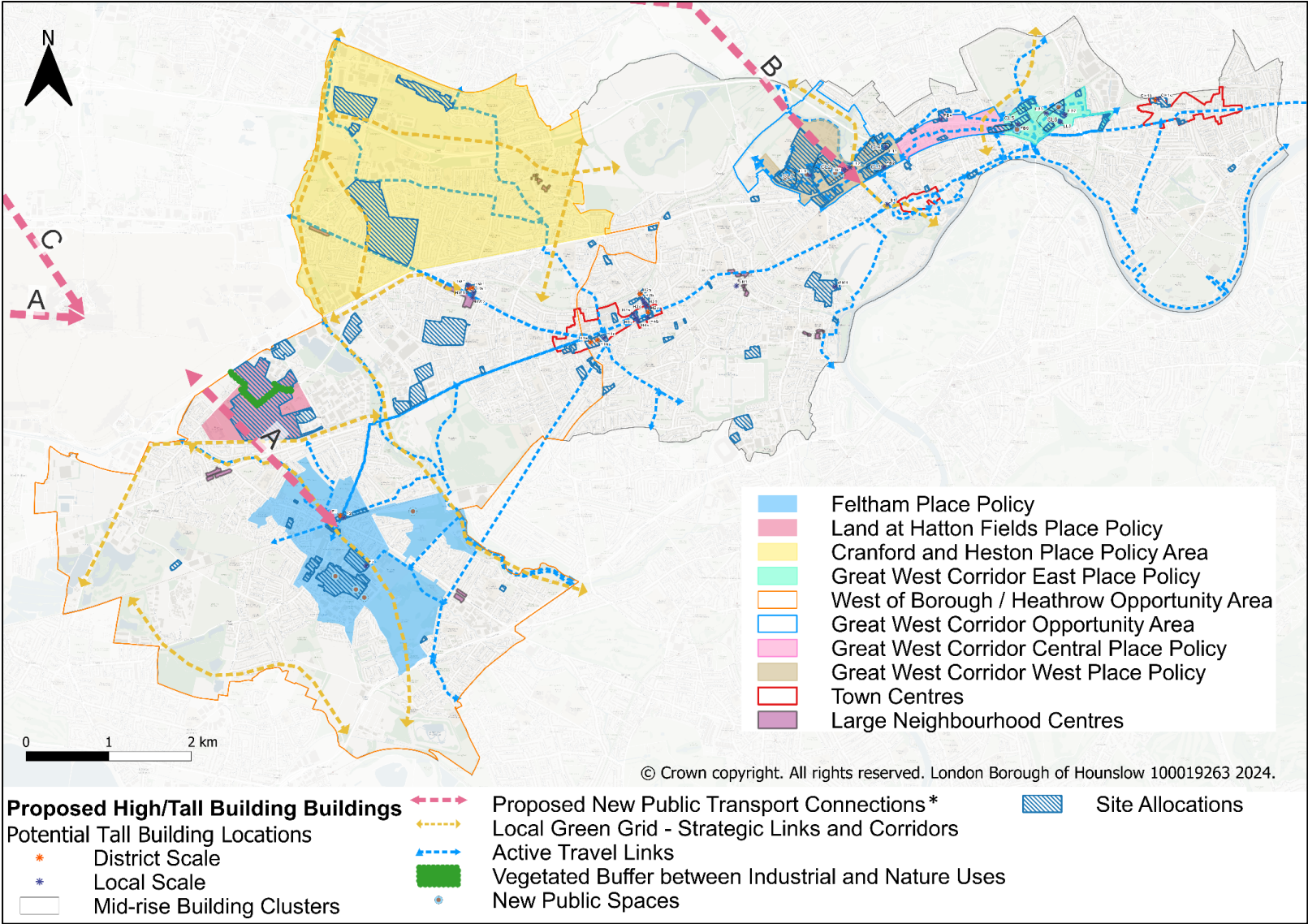


Fig SS1: Spatial Strategy for Ten Districts

* Proposed New Public Transport Connections:

A – New southern access to Heathrow

B – Brentford-Southall Link

C – Western Heathrow-Elizabeth Line Link

GREAT WEST CORRIDOR

POLICY P1: GREAT WEST CORRIDOR

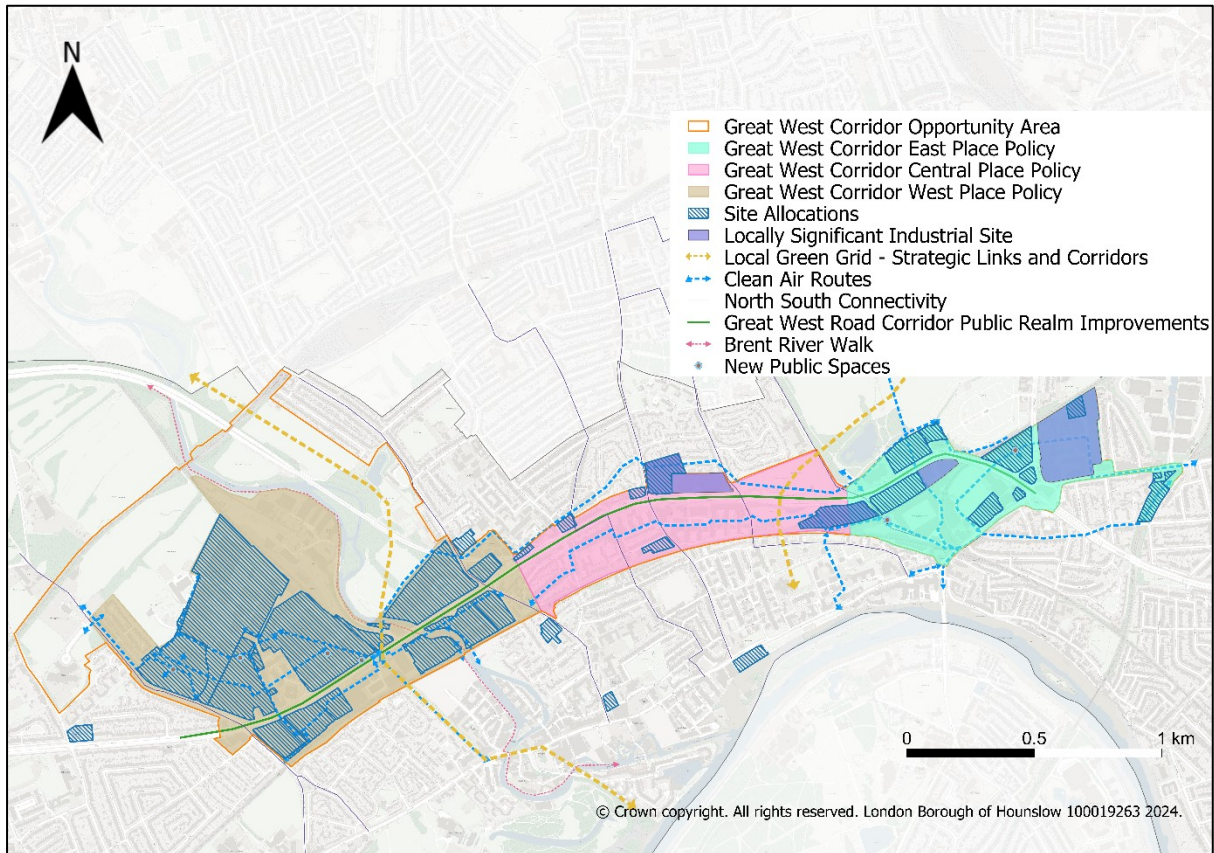


Fig P1.1: Great West Corridor Place Policy

Our approach

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

We will achieve this by:

- Promoting the Great West Corridor as a strategic employment area, seeking to deliver a fundamental change in the accessibility of the area through increasing pedestrian permeability and through improving public transport;
- Supporting the local economy and creative industry by delivering a range of high-quality workspaces and seeking a proportion of affordable workspaces for start-ups, small and medium- sized enterprises;
- Working proactively and positively with stakeholders to promote the Great West Corridor as a Creative Enterprise Zone by strengthening the local economic profile of the area. Supporting flourishing business sectors such as media, broadcasting and digital. Supporting:

- i) the provision of affordable, flexible, modern and adaptable employment floorspace for different types and sizes of businesses with a focus on start-up, incubator and grow-on space for creative and digital industries that diversify and strengthen the sector; the provision of space that promotes networking and information sharing between businesses and sectors within the creative and digital industries;
 - ii) temporary proposals for 'meanwhile use' of empty spaces for cultural and creative activities where it can be demonstrated that it will be appropriately managed; proposals that maximise the delivery of workspace appropriate for creative and digital enterprises; and proposals which complement the creative and digital industries, such as include ancillary sales/display space or meeting spaces;
 - iii) existing and new creative industries with delivering their investment plans and securing funding to address any infrastructure deficiencies or barriers;
 - iv) the telecommunications industry to maximise access to super-fast broadband, wireless hotspots and improved mobile signals in the area.
- D. Supporting opportunities to intensify and make more efficient use of existing employment land by co-locating employment with residential uses, with employment uses mainly fronting the corridor and residential uses behind, where this helps deliver regeneration (subject to various requirements including the agent of change principle);
 - 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 as well as space for corporate headquarters;
 - F. Working with developers and key stakeholders to deliver significant jobs growth through intensification of existing employment sites and promote the Great West Corridor as a place for enterprise and innovation catering for larger companies, small and medium sized enterprises, microbusinesses, as well as the large freelance workforce;
 - G. Promoting the growth and expansion of further and higher education, such as the University of West London, to improve skills and act as a driver of growth and enterprise in the local economy;
 - H. Supporting retail and commercial development that encourages an active public realm both during the day and into the evening, especially in the River Brent Quarter;
 - I. Supporting the delivery of a new Green Innovation and Enterprise Hub for Hounslow within proximity of the Great West Corridor area, which will promote new employment opportunities in the green economy, rolling out technologies to address health, environmental and social issues, such as reducing air pollution, cutting carbon emissions, and seeking to end fuel poverty;
 - J. Improving the visual environment including a reduction in advertisement clutter and retaining the commercial character of the roadside, as well as improving the connections to Brentford town centre;
 - K. Promoting the provision of major public transport improvements for the Great West Road and Brentford as a whole, including new links to the

- Elizabeth line at Southall connecting to the new Golden Mile Station on the Great West Road, as well as the West London Orbital Line serving Brentford, Lionel Road and Syon Lane stations;
- L. Supporting and contributing towards improvements to public transport provision, including improved east-west and north-south bus services along the Great West Corridor, linking railway stations and key employment centres, including Syon Lane and the Sky Campus, to achieve better interchanges at stations and intersections;
 - M. Ensuring that development is phased alongside improvements to the transport network to prevent critical over-saturation of the network as the area grows;
 - N. Ensuring a high-quality, permeable and pedestrian oriented public realm that maximises route choices for users and connects both sides of the A4;
 - O. Requiring development in this area to be close to car-free in order to promote active and sustainable travel;
 - P. Enhancing the River Brent/Grand Union Canal watercourse and its tributaries in line with Water Framework Directive objectives and improving waterfront accessibility through towpath improvements, new connections across the river, and the implementation of waterside facilities;
 - Q. Strengthening existing connections and creating new routes to surrounding green and blue assets including Gunnersbury Park, Syon Park, Boston Manor Park, the Thames and the River Brent/Grand Union Canal, for example improvements to the 'Capital Ring' along the River Brent/Grand Union Canal and investigating the potential of a new route linking the corridor to Brentford via the elevated former Brentford railway embankment (the Beeline project);
 - R. Improving access between the River Brent Quarter, the London Gateway quarter and Boston Manor Park through enhanced pedestrian routes;
 - S. Ensuring that any new residential development is designed to fully mitigate any noise and air quality issues, by prioritising design-stage mitigation measures;
 - T. Ensuring the delivery of social infrastructure including health services, the provision of educational infrastructure and leisure and recreational facilities alongside development in the area;
 - U. Implementing strategies to improve air quality along the A4/M4 corridor as part of an air quality positive approach, improve access to businesses and to encourage healthier and more active living. This will be achieved by working strategically to reduce traffic along the A4, smooth traffic flow, improve and encourage the use of public transport through improved service, and improving pedestrian and cycle routes along the corridor;
 - V. Support the creation of 'clean air' pedestrian and cycle routes running parallel to the A4;
 - W. Promote enhancements to the underside of the elevated M4 and activate this unused land in line with Council public realm design guidance;
 - X. Supporting urban greening proposals that deliver a green buffer

between the main road corridors and the footway including street trees and other appropriate green infrastructure to help mitigate air and noise pollution and enhance the environmental quality of the area;

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

We will expect development proposals to:

- Z. Contribute to achieving the strategic aims of the plan and the creation of new jobs in a format which optimises the use of land and floorspace as identified within the Place policies and Site allocations;
- AA. Meet the following criteria for mixed-use schemes on employment land:
 - i. No net loss of employment floorspace;
 - ii. Demonstrate and ensure compatibility of uses, in accordance with the Agent of Change principle (policy D12 in the London Plan). Operation of businesses on the site or on neighbouring sites must not be compromised by the introduction of non-employment uses.
- BB. Provide adequate access, servicing and delivery space, with consideration given to the need for appropriate yard space provision to allow for the viable function of businesses;
- CC. Incorporate an appropriate level of shared workspaces and/or small business units;
- DD. Proposals for employment developments in the GWC should support the growth of creative, knowledge and research-based sectors, consistent with the Creative Enterprise Zone status; and
- EE. Address issues of air and noise pollution by locating less sensitive commercial uses to front the M4/A4 corridor in order to provide a protective buffer for residential uses located to the rear (in line with Policy EQ4).

We are taking this approach because

2.39 The Great West Corridor is a stretch of the A4 / Great West Road (GWR) that extends for 2.5 miles from the Chiswick roundabout in the east, to Gillette Corner in the west, and forms an important, strategic corridor into central London from Heathrow Airport. The Great West Corridor is an important gateway into central London on the approach from the west of England and Heathrow airport. Recognising the strong locational advantages and the potential to deliver housing and employment growth, the London Plan identifies the Great West Corridor as an Opportunity Area.

2.40 The area has a rich heritage, ranging from former industrial building to great estates. The 'Golden Mile' itself is peppered with significant listed art deco

buildings including the landmark former Gillette factory and the JC Decaux offices. The listed and non-designed heritage assets in the area contribute to its character and reflect the past development of the area. Outside of the Golden Mile are a number of important houses such as Boston Manor House. While not inside the corridor, the World Heritage Site, Royal Botanic Gardens, Kew, and Kew Green Conservation Area are part of the diverse range of heritage assets surrounding the area.

- 2.41 Potential developments will need to account for these important heritage assets and their setting in any proposals, giving great weight to the assets' conservation. A key aim of the plan is to ensure that the area's history will be celebrated by establishing a series of local places with their own strong characters and identities, building on its strengths, heritage and special features, and creating a distinctive arrival experience and journey along the M4 and A4 that is special, memorable and represents the entrepreneurial spirit, social, creative and economic achievements of the corridor.
- 2.42 The Great West Corridor is home to several high-profile employers such as Sky and the University of West London. Many of the companies located in the corridor over time have built monumental buildings to take advantage of the highly visible location along the M4/A4 corridor. Despite its high-profile tenants, the Great West Corridor is under-performing as a business location. Its environment is traffic dominated and fragmented and public transport access in some areas are poor. There are surrounding residential areas and town centres, but poor accessibility and permeability means that they are not well integrated with the Opportunity Area and as a result, this has restricted the area's ability to sustain the economic, communal and service synergy often found in more integrated urban areas.
- 2.43 In order to ensure that the corridor maintains its employment identity and reinforces its role as a key employment corridor within Hounslow and London, it is important to increase market demand and activity and provide a rounded offer that can complement, and compete for occupiers with, other growth locations along the M4 and within the Central Activities Zone (CAZ fringe). A key aim of the plan is to improve the accessibility and quality of existing open spaces in and around the Great West Corridor, to enhance the network of green and blue corridors across the area as recreational, natural and wildlife resources and to ensure that new public spaces are created as part of new development. The plan also aims to transform the area from a car-reliant environment to one where people walk, cycle and have access to better public transport choices. The Heathy Streets approach advocated by the mayor of London will be fully embraced, managing streets and spaces to bring about improved health, active travel and public transport use while reducing car dominance, air and noise pollution, and severance. The prospects of the Great West Corridor have been enhanced by the delivery of a new Brentford Community Stadium making the area a major visitor destination with a greater mix of employment, residential, and other uses such as cafes, restaurants, shops, local centres and cultural and community uses, delivering diversity, choice and vibrancy.
- 2.44 The London Plan identifies the Great West Corridor (GWC) as an Opportunity

Area with indicative capacity figure of 14,000 new jobs in the period up to 2041. This figure is derived from the London Employment Sites Database (LESD), which represented the pipeline of schemes as at 2017, many of which have already been completed. It is therefore of limited use in setting the employment floorspace targets and site allocation minimum development requirements for this plan. The site allocations requirements have instead been derived through an assessment of growth sectors and the economic land requirements of the borough, and the deliverable optimisation of individual sites, subject to key requirements such as quality design, placemaking and the Agent of Change principle. The London Plan also sets a housing target of 7,500 for this area so the evolving strategic policy is pointing to a much greater role for intensification and co-location of development to meet both housing and employment requirements together.

- 2.45 The growing importance of creative industries in the Great West Corridor was underlined with the designation in 2018 of Hounslow (Great West Creatives) as a Creative Enterprise Zone (CEZ). The purpose of the CEZ is to promote new creative clusters, enable and retain affordable workspaces, provide employment and training for local people and strengthen the already thriving creative economy in Hounslow. The designation highlights the importance of strengthening networks between multi-national businesses such as Sky and building on London's hub for TV and film production by unlocking new affordable production and studio space.
- 2.46 In drawing up a strategy for the plan review, the Council has had regard to Policy E7 of the London Plan, which says boroughs should explore opportunities to intensify and make more efficient use of land in SILs and LSISs in Development Plan reviews and through Opportunity Area Planning Frameworks in collaboration with the GLA. The plan adds that any residential element should incorporate appropriate design mitigation with particular consideration given to 'agent of change' principles. This principle is set out in Policy D13 of the London Plan, and seeks to ensure that development will not harm the functioning of existing or future employment and industrial activities.
- 2.47 In the GWC, industrial intensification could be achieved through a number of interventions such as horizontal/vertical extensions, infill development, development on derelict land and comprehensive redevelopment of existing sites. The main principle of industrial intensification in this plan is the stacking of industrial floor space, generally providing larger spaces at the ground floor and smaller units above.
- 2.48 As part of preparing the plan review, the Council commissioned a masterplan and capacity study for the Great West Corridor which sets out principles and parameters for future development in the area and calculates potential future development capacity of the area based on potential outputs from the various individual sites. The Study shows how an employment hub for Great West Corridor can be achieved that can support London's economic growth and role as a global city. This potential is driven by the area's future West London Orbital connection to the planned Elizabeth Line – HS2 station at Old Oak Common, future passenger rail link to Southall Elizabeth Line, significant improvements to

the capacity of Gunnersbury Station, significant improvements to bus access along the Great West Corridor and the network in the wider area, its connections with underground and overground stations, and also the area's easy access to Heathrow and Gatwick Airports.

- 2.49 Key sectors that will likely be attracted to this area will include ICT, media and creative services, professional and financial services and other growth sectors. To support this, new development should enable delivery of a significant amount of new flexible employment space. The future design and planning of commercial buildings should respond to the form and typology of commercial uses at that time but should pioneer new and innovative practices that would ensure Great West Corridor is considered as an attractive commercial location.
- 2.50 It is important that proposals in GWC are well designed and support the effective function of businesses across a wide range of sectors and business sizes. To support this, the Council will look to secure a range of unit sizes that provide opportunities for businesses to start up, scale up and ultimately to remain in the area. The provision of small business units will be particularly important to allow for new businesses to locate and grow in the area. Proposals should provide adequate servicing arrangements to allow for the viable function of businesses and the provision of adequate minimum floor-ceiling heights will ensure that new units are appropriate to a variety of economic sectors, ensuring longer term flexibility and adaptability.
- 2.51 Overall, the principal aim of the GWC plan is to transform the area into a successful business hub which can be the anchor and driver of economic activity in Hounslow, strengthen the digital, media, broadcasting and professional service sectors in the borough, as well as attract businesses from new sectors. Supporting uses and activities including retail, leisure and residential are essential to help deliver a successful business hub as an enhanced mix of uses will generate activity and vitality throughout the day and early evening, reduce the need to travel and enhance the viability of uses, facilities and services within nearby local centres and high streets.
- 2.52 The vision set out in this plan, and the GWC masterplan shows how it can deliver significant increases in employment floorspace alongside new residential development and a mix of uses. In this way, it can help deliver the growth objectives reflected in its Opportunity Area status, as well as the place-making agenda outlined in the GWC masterplan.

POLICY P1(a): GREAT WEST CORRIDOR WEST**Proposals should plan positively to deliver the place vision by:**

- A. Supporting the transformation of Boston Manor Park, including conserving the grade II listed structures of the park, appropriately improving the landscaping to the grade I listed Boston Manor House, increasing biodiversity, and providing facilities for the local community;
- B. Delivering or supporting new parks and public squares, at West Cross Campus and between the Gillette factory and Tesco Osterley sites;
- C. Enhancing the River Brent/Grand Union Canal watercourse in line with Water Framework Directive objectives and improving waterfront accessibility through towpath improvements, new connections across the river, and the implementation of waterside facilities;
- D. Preserving and enhancing the listed Art Deco buildings and structures in the area, including their setting and distinctive frontages, to bring them back into use, to give them due prominence and to improve the surrounding public realm;
- E. Incorporating design elements to ensure that established noise-generating uses such as the safeguarded minerals railhead and related operations at Transport Avenue Quarter remains viable and can continue to operate without unreasonable restrictions being placed on them;
- F. Incorporating active frontages and adequate landscaping along the Great West Road frontage consistent with that of the former Coty Cosmetics building (now Syon Clinic) and JC Decaux building and to establish a defined streetscape with a stronger sense of enclosure;
- G. Supporting the delivery of a rail link from Southall (including the Elizabeth Line) and a new 'Golden Mile' station on the Great West Corridor;
- H. Supporting the creation of an attractive arrival square at the proposed Golden Mile Station, with active ground floor retail uses;
- I. Establishing continuous, high-quality walking, wheeling and cycling routes throughout the area, where possible using green and blue corridors, including:
 - I. cycle lanes along the A4 to create a safe, segregated and continuous 'Great West Cycleway';
 - II. strengthening access to the River Brent/Grand Union Canal;
 - III. a link to Brentford High Street utilising the disused elevated Brentford railway embankment and crossing the railway line;
 - V. a link from Sky campus to the proposed Golden Mile station;
 - VI. pedestrian crossings across the Great West Road, including improving the underpass at Gillette Corner, replacing the existing footbridge by Syon Clinic with a new and improved road crossing, preferably at-grade and associated with the new Golden Mile Station; and
 - VII. improved pedestrian permeability throughout the area.

- J. Supporting the Sky Campus as a major employer and asset to the area and working to increase its pedestrian permeability and public transport accessibility in order to strengthen its attractiveness as a hub for the broadcasting and digital industries;
- K. Supporting the redevelopment of West Cross Campus industrial estate into a thriving urban mixed-use quarter, providing industrial, light industrial, and other employment uses, co-located with housing and local facilities in line with the Agent of Change;
- L. Supporting the conversion of the Gillette building into a creative industry space able to support the local creative community of smaller businesses and freelance workers in the digital, media and broadcasting industry;
- M. Delivering the comprehensive redevelopment of Tesco and Homebase sites with high-quality mixed-use schemes that can animate and improve the western entrance to the Corridor.

POLICY P1(b): GREAT WEST CORRIDOR CENTRAL

Proposals should plan positively to deliver the place vision by:

- A. Protecting the London Gateway quarter as a destination for high quality employment uses that strengthen the area's employment offer;
- B. Designing flagship and iconic commercial developments that retain an outward facing and inviting street level presence, especially in the London Gateway and Central Corridor area;
- C. Encouraging continuous active frontages along the corridor;
- D. Improving pedestrian access and street legibility by de-cluttering pedestrian areas and improving wayfinding signage, particularly in proximity to Brentford Town Centre along Boston Manor Road and along routes leading into Brentford Town Centre from the A4;
- E. Improving and implementing additional walking and cycling routes and infrastructure to increase safety and provide further sustainable transport options, particularly along and parallel to the A4 and routes that link stations to the area such as the link from Boston Manor station to the London Gateway area;
- F. Enhancing the greening of streets and public spaces to enhance the environmental quality of the public realm, especially along the A4/M4 corridor;
- G. Supporting the delivery of the West London Orbital line connection to Brentford Station in order to increase the PTAL of the River Brent Quarter and the London Gateway area; and
- H. Supporting the delivery of flagship car showrooms in the Central Corridor to reinforce this location as a highly visible car dealer cluster. Car servicing and repair should be an integral part of this service offer to provide a source of local employment.

POLICY P1(c): GREAT WEST CORRIDOR EAST**Proposals should plan positively to deliver the place vision by:**

- A. Delivering a new local centre in the Brentford Stadium Quarter providing active ground floor uses with local retail, restaurant, leisure and community facilities;
- B. Enhancing play and sports facilities and delivering a network of well-connected and varied open spaces for residents, workers and visitors including a green link between Gunnersbury Park, Carville Hall Park and other green and blue corridors surrounding the area;
- C. Improving waterfront accessibility through supporting the completion of the Thames Path and successfully integrating the area's existing green infrastructure with the wider green and blue infrastructure networks;
- D. Delivering high quality public realm and open spaces including:
 - I. Fountain Square - a new public space on Capital Interchange Way at the intersection with the new route to Brentford Stadium;
 - II. Lionel Road Station Plaza - a new public space outside the proposed station that will create a welcoming gateway into the area; and
 - III. Gunnersbury Square - a new public space in the heart of the B&Q site development, on the route from Capital Interchange Way to Power Road, and with the potential future connection into Gunnersbury Cemetery.
- E. Creating a well-defined streetscape through a consistent building line and clearly identifiable residential and non-residential frontage. Building frontages along the A4/M4 and other arterial routes should be set back to green and animate the street scape;
- F. Design new open spaces and public squares to be sheltered from road noise, have a sunny aspect, offer a range of public space amenities, be overlooked by development and animated by active ground floor uses;
- G. Supporting and facilitating the delivery of a new West London Orbital rail link and working positively and proactively with stakeholders to deliver a new station at Lionel Road;
- H. Supporting enhancements to Gunnersbury station, including improved access, capacity and environment with enabling development;
- I. Creating well-defined streets and spaces with better crossing facilities and network of safe and easily navigable pedestrian and cycle routes, linking new development with a new Lionel station plaza, public squares, parks, the River Thames, Kew Pier River and surrounding neighbourhoods and stations; and
- J. Delivering a high quality, continuous network of walking and cycling routes connecting surrounding areas with Kew Bridge, Wellesley Road, Power Road, Gunnersbury Park and Carville Hall Park including promoting the delivery of a new bridge across the railway lines and new or improved crossings over the A4.

CHISWICK

Our approach

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

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

We will achieve this by

- A. Encouraging the sensitive redevelopment of the allocated sites including the Sainsbury's Chiswick store to re-provide a retail superstore, optimise the site by introducing new and affordable homes in an area that is well served by public transport and other amenities and enhance the connectivity of the site with links from Chiswick Park Station to the town centre;
- B. Transforming the area north of Chiswick roundabout - the beginning of the Golden Mile - and connecting this growth with Chiswick Business Park (CBP) and Power Road business area;
- C. Preserving and enhancing the High Road through:
 - I. Recognising and responding to its historic, well established character of 2 to 4 storey mixed use buildings and promoting sensitive infill development;
 - II. Maintenance and enhancement of the public realm to ensure it remains befitting of an important retail centre, including careful maintenance of the mature plane trees that line the high road; and
 - III. Supporting the diverse mix of local independent shops and businesses.
- D. Enhancing active and sustainable travel throughout Chiswick, and securing improved public transport provision including:
 - I. More frequent Piccadilly line stops at Turnham Green;
 - II. Improved capacity and access at Gunnersbury Station so that it can handle commuter traffic from CBP;
 - III. New West London Orbital rail link from Hounslow to Hendon/West Hampstead via the proposed west London transport interchange at Old Oak Common (links to Crossrail Elizabeth Line and High Speed 2);
 - IV. Improved access to the town centre from the southern parts of Chiswick.
- E. Protecting and enhancing the much-loved low to medium-rise Victorian and Edwardian townscape of two to three storey terraced housing and promoting this type as a cue for future developments;
- F. Reducing the north-south pedestrian barrier of the A4 through streetscape improvements, active and sustainable travel connections and other traffic calming/highway design measures;
- G. Preserving and enhancing the semi-open landscape in the south for the

- wide variety of sports and leisure activities that take place;
- H. Continuing the development of a sporting hub at Dukes Meadow and encouraging and supporting the provision of private and community outdoor amenity and children’s play areas throughout Chiswick;
- I. Promoting the area's connection with and to the River Thames by protecting and enhancing river-related facilities, improving legibility, accessibility, continuity and quality of the Thames Path, in addition to introducing greenery and encouraging the growth of wildlife habitats along the River Thames; and
- J. Supporting measures to reduce flood risk in the area including upgrading defences.

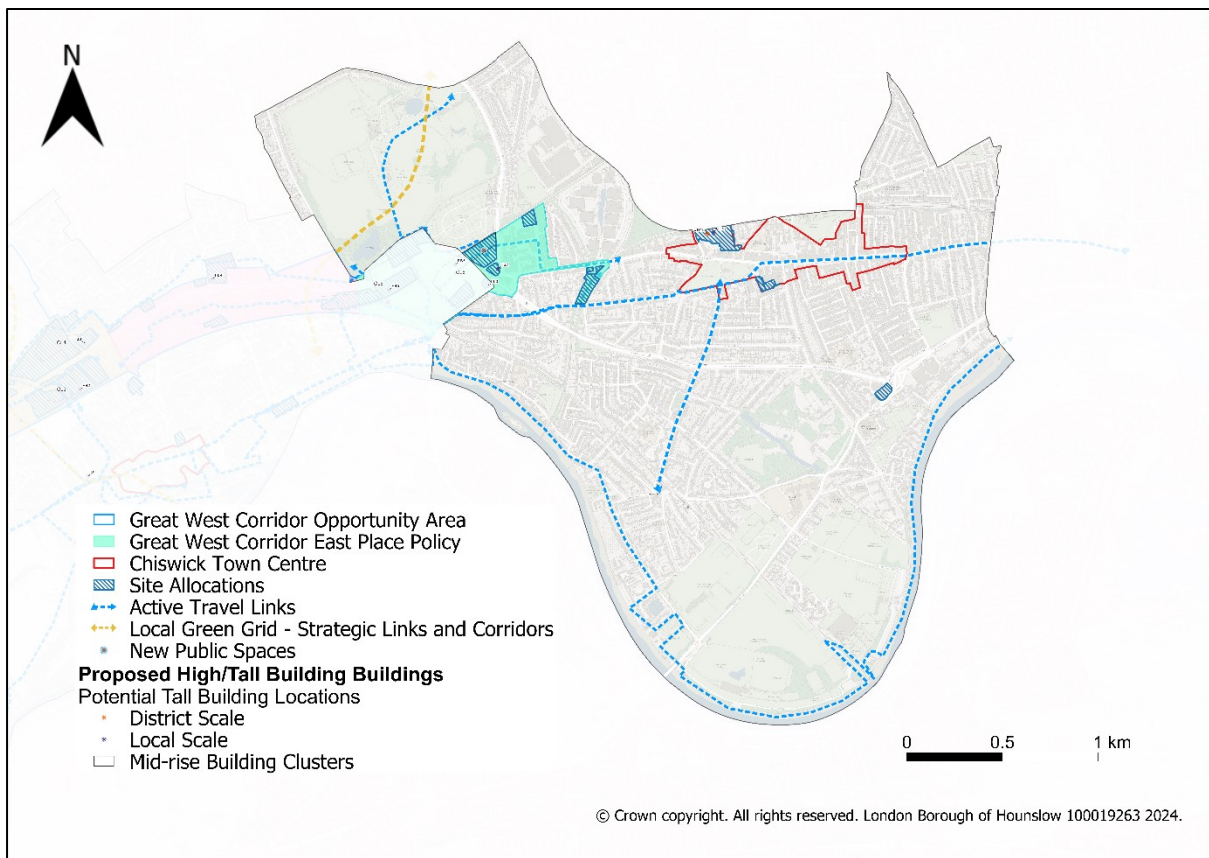


Fig SS2: Chiswick Spatial Strategy

BRENTFORD

Our approach

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

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

We will achieve this by:

- A. Encouraging redevelopment of the allocated sites;
- B. Regenerating Brentford town centre as a vibrant District Centre that celebrates the town's heritage and waterside location, through:
 - I. Ensuring the delivery of the Brentford Waterside regeneration scheme, which will provide new retail, leisure and residential development in the town centre, providing a mix of daytime and evening uses that cater for all ages and promoting greater use of the canal side;
 - II. Reconnecting the High Street with the centre's wealth of historical assets which have been undervalued and neglected for many years and a canal side environment which is unique in character, enjoyable and diverse in the variety of uses it provides;
 - III. Ensuring that new development respects the historic environment, the character of existing neighbourhoods, integrates archaeological remains, and is sensitive to the setting of assets outside the Borough boundary including the Royal Botanical Gardens, Kew World Heritage Site;
 - IV. Supporting a range of high quality and affordable workspaces for creative businesses and freelancers;
 - V. Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;
 - VI. Supporting the re-provision of an arts centre, including promoting a potential location in Brentford town centre;

VII. Promoting public realm and other improvements to the High Street to improve the environment for pedestrians and cyclists, increase greening and to ease north-south movement;

VIII. Supporting enhancements to green and blue infrastructure, including an animated and publicly accessible riverfront that facilitates enhanced riverside walking and cycling routes, enhanced wildlife habitats and greenery, in addition to supporting the maintenance of flood defences;

IX. Supporting Brentford's distinctive role for the provision of waterside industries and support facilities, and reconnecting the area with its unique waterside location and heritage;

X. Encouraging developments which include new retail space to engage with local established businesses and entrepreneurs to ensure local independents are supported, and Brentford retains a unique retail character;

XI. Delivering the vision set out in the Brentford Town Centre Masterplan.

- C. Placemaking and connecting the Great West Corridor with development in the areas north and west of Chiswick roundabout and with Chiswick Business Park;
- D. Securing the restoration and regeneration of Gunnersbury Park and Mansions, and Boston Manor House and Grounds;
- E. Targeting the social, economic and environmental improvements to the Haverfield, Brentford Towers and Syon estates as areas with high levels of deprivation (identified Areas of Regeneration);
- F. Promoting the provision of public transport improvements for Brentford, including links to the Elizabeth line at Southall via a new station along the Golden Mile, and from Hounslow station to Hendon/West Hampstead via the proposed West London Orbital transport interchange at Old Oak Common;
- G. Supporting development that meets high sustainability standards, retrofits existing development to improve environmental performance and projects that seek to deliver a borough-wide heat network; and
- H. Supporting projects that establish a network of green and open spaces and enhanced greenery within the town centre, in addition to those that improve active and sustainable travel links to existing green spaces.

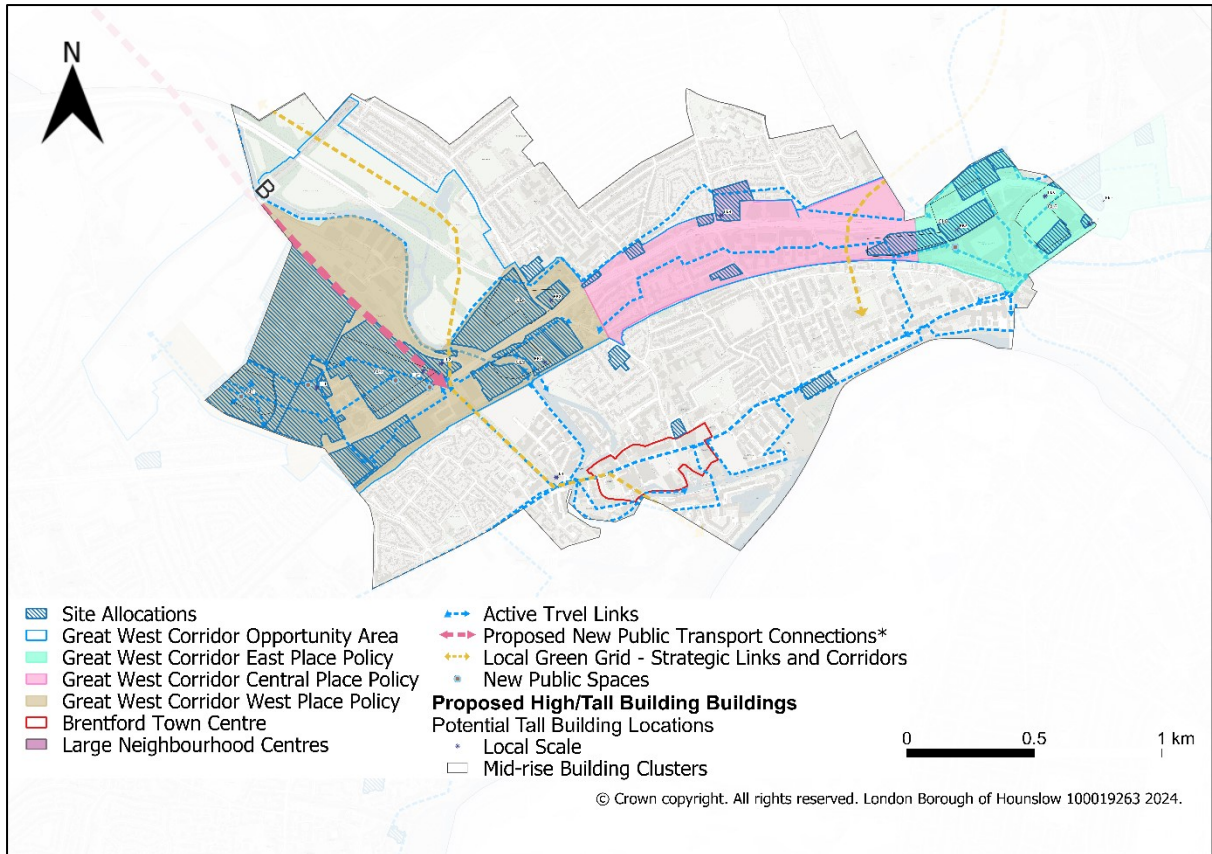


Fig SS3: Brentford Spatial Strategy

OSTERLEY AND SPRING GROVE

Our approach

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

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

We will achieve this by

- A. Encouraging redevelopment of the allocated sites;
- B. Promoting sensitive infill and peripheral development which provides a positive contribution to the townscape and its 19th century core;
- C. Protecting, enhancing and diversifying existing local shopping provision on Thornbury Road and enhancing access to this local centre through enhanced active and sustainable travel infrastructure;
- D. Promoting Osterley House and Park as key heritage and green assets;
- E. Protecting views to Osterley Park and from within and across existing areas of Metropolitan Open Land;
- F. Securing improved public transport provision through a new rail link from Hounslow station to Hendon/West Hampstead via the proposed west London transport interchange at Old Oak Common (links to the Elizabeth Line and High Speed 2);
- G. Promoting pedestrian and cycle links along London Road and between the River Thames at Isleworth and Osterley Park via the district's historic core and improving the environmental quality of these routes, such as through greening and investment in green spaces along the routes; and
- H. Support interventions that contribute to greening within the urban greening priority area around Syon Lane.

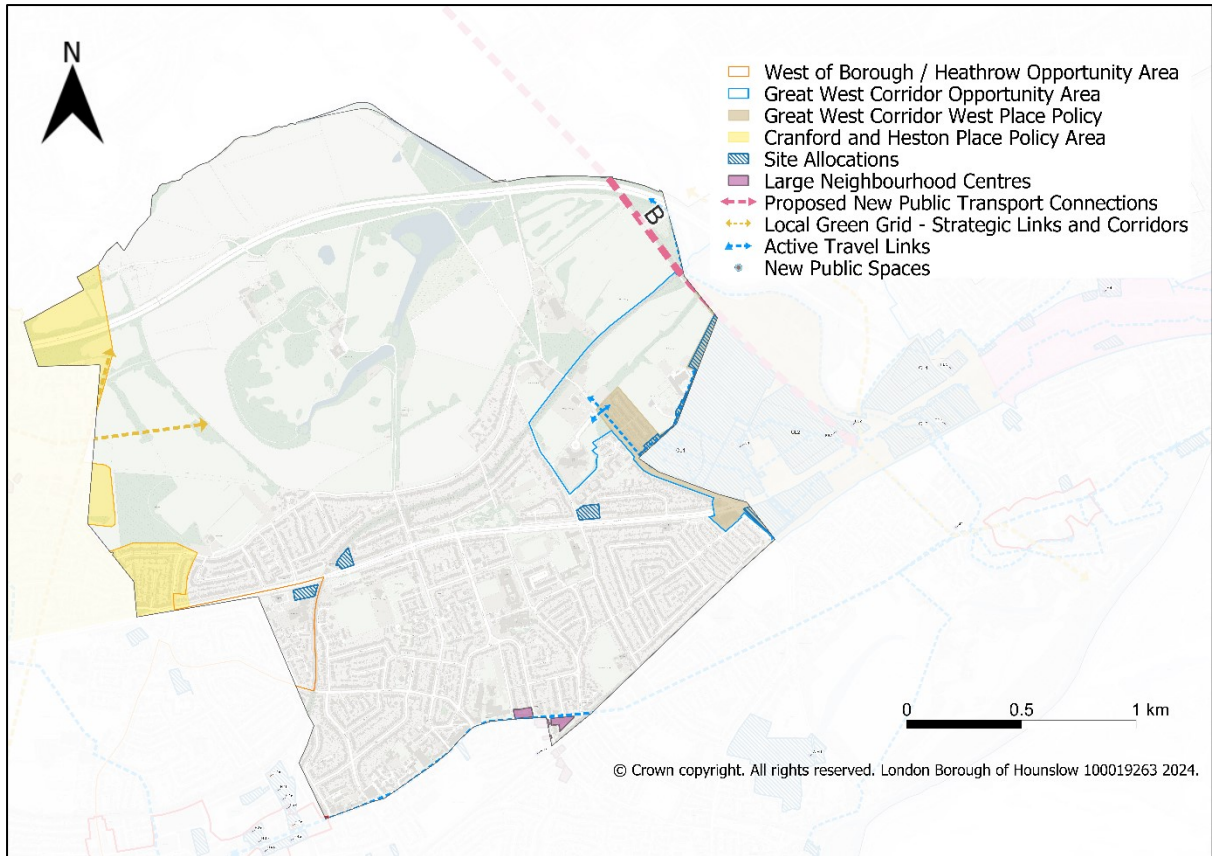


Fig SS4: Osterley & Spring Grove Spatial Strategy

ISLEWORTH

Our approach

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

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

We will achieve this by

- A. Encouraging redevelopment of the allocated sites including: West Middlesex Hospital, Europa House, Victory Business Centre, Tesco Mogden Lane and 30 Rugby Road, ensuring that they positively contribute to character;
- B. Maintaining and improving the riverside village character through preserving, protecting and enhancing the varied townscape;
- C. Utilising any opportunities to improve pedestrian access to and along the Duke of Northumberland's River and River Crane, whilst improving the riverside habitat for the diverse wildlife that exists and enhancing flood defences;
- D. Promoting green, enjoyable and safe walking, wheeling and cycling links between Syon Park and Osterley Park;
- E. Safeguarding Mogden Sewage Works and working with Thames Water to address and mitigate the environmental impacts on neighbouring residents;
- F. Promoting and supporting enterprise and commerce and a diversity of uses on South Street and the London Road and Twickenham Road shopping parades, to ensure a vibrant and prosperous local centre for the area, as well as improving active and sustainable travel links between the local centre and the wider area;
- G. Targeting social, economic and environmental improvements to the Ivybridge and Worton estates as areas with high levels of deprivation (identified equalities opportunity areas);
- H. Promoting the area's connection with and to the River Thames by protecting and enhancing river-related facilities, improving the Thames Path and conserving and enhancing Isleworth Ait and views to this important local nature reserve; and
- I. Supporting development that meets high sustainability standards, retrofits existing development to improve environmental performance and projects that seek to deliver a borough-wide heat network.

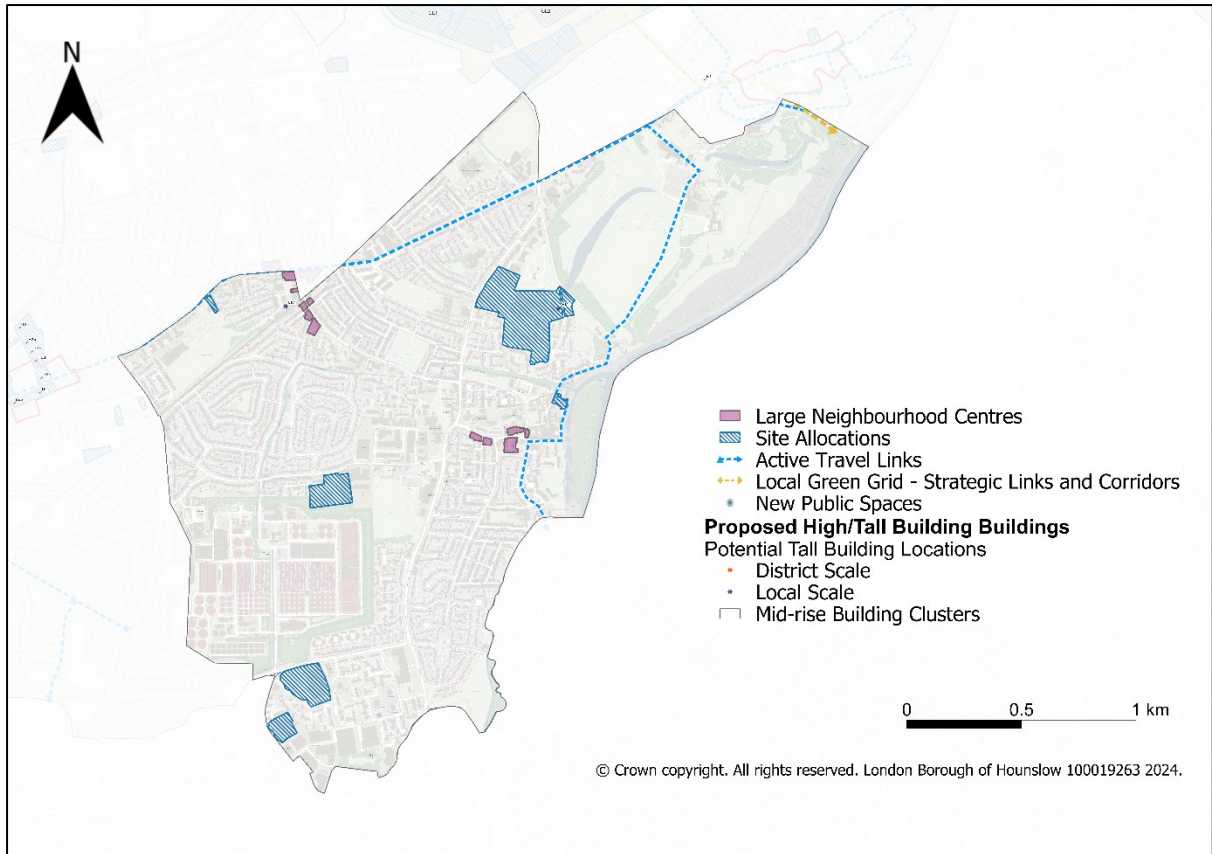


Fig SS5: Isleworth Spatial Strategy

HOUNSLOW

Our approach

Over the plan period Central Hounslow will benefit from new high-quality development in and around the High Street, encompassing new leisure, cultural and community spaces, in addition to redevelopment of the Treaty Centre. This growth will be supported by a coordinated regeneration program of public and private sector investment, which will help to transform the high street into a prosperous town centre community.

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

We will achieve this by

- A. Encouraging redevelopment of the allocated sites including: the Treaty Centre, Euro House Bus Garage, land at Kingsley Road, Royal Mail Delivery Office, sites around and London Road South;
- B. Delivering the vision set out in the Hounslow Town Centre Masterplan to create ‘A diverse civic heart of the borough – safe, green and vibrant’, securing the future of Hounslow town centre as a Metropolitan Centre. The town centre will:
 - I. be prosperous, ensuring economic success in the town centre following the Covid-19 pandemic, with an increased workspace provision, building on the existing clusters of food, beverage and leisure destinations and a diversification of land uses creating new jobs and a lively and safe place in both the day and the evening;
 - II. be a civic, cultural and leisure destination in outer west London;
 - III. have a transformed and upgraded public realm with new multipurpose public spaces for cultural events and social gatherings, including improving shopfronts throughout the town centre;
 - IV. have new green spaces, planting and urban greening on the high street and be better connected to green spaces beyond the town centre;
 - V. have an improved sense of arrival to celebrate arrival into the town centre by all transport modes through public realm enhancements to improve the quality and legibility of routes and;
 - VI. be easily accessible through active and sustainable travel means through the improvement of routes from and to Hounslow Central and Hounslow East stations and surrounding streets and alleys. This will include the delivery of new Cycleways, including the continual delivery of Cycleway 9, connecting the town centre with the whole borough and destinations beyond; and
 - VII. embrace the delivery of contemporary and exemplary new buildings and landmarks in the town centre, whilst protecting and enhancing existing historic elements.

- C. Delivering high quality new homes over the plan period that offer contemporary town centre living in a range of house types and tenures. Redeveloping the Treaty Centre site to create a permeable, mixed-use, town centre destination and footfall driver along the high street, with a re-provided and improved community and cultural offer and new green public spaces. e. Conserving and enhancing the St Stephen’s Road conservation area, and exploring the suitability of the Inwood Road area and surrounds and other areas for conservation area status;
- D. Transforming the character of the area around Hounslow Train Station by providing new and intensified uses, public realm enhancements and increasing accessibility of the station through facilities for cyclists and improving access for pedestrians;
- E. Creating new open spaces where possible and improving and connecting existing spaces to address local deficiency and accessibility issues
- F. Supporting development that meets high sustainability standards, retrofits existing development to improve environmental performance and projects that seek to deliver a borough-wide heat network.

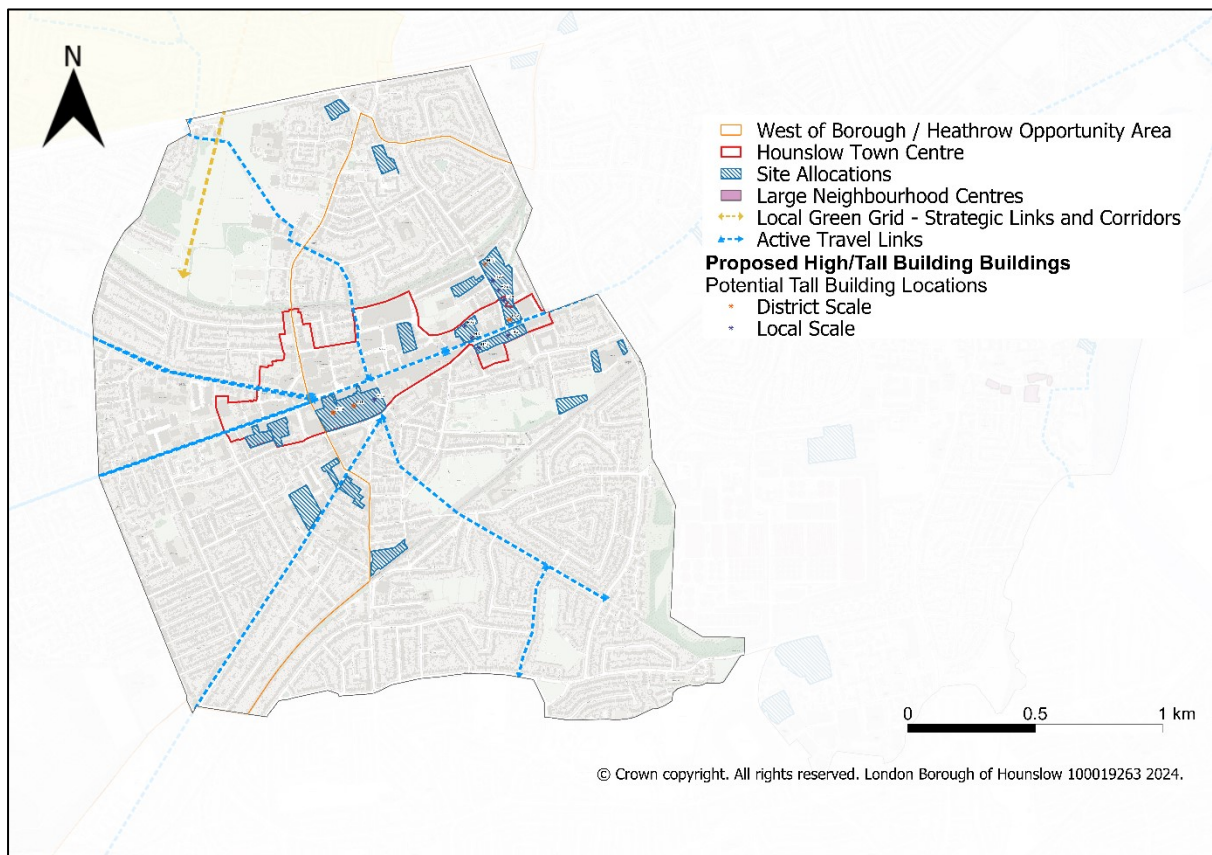


Fig SS6: Central Hounslow Spatial Strategy

POLICY P2: WEST OF THE BOROUGH

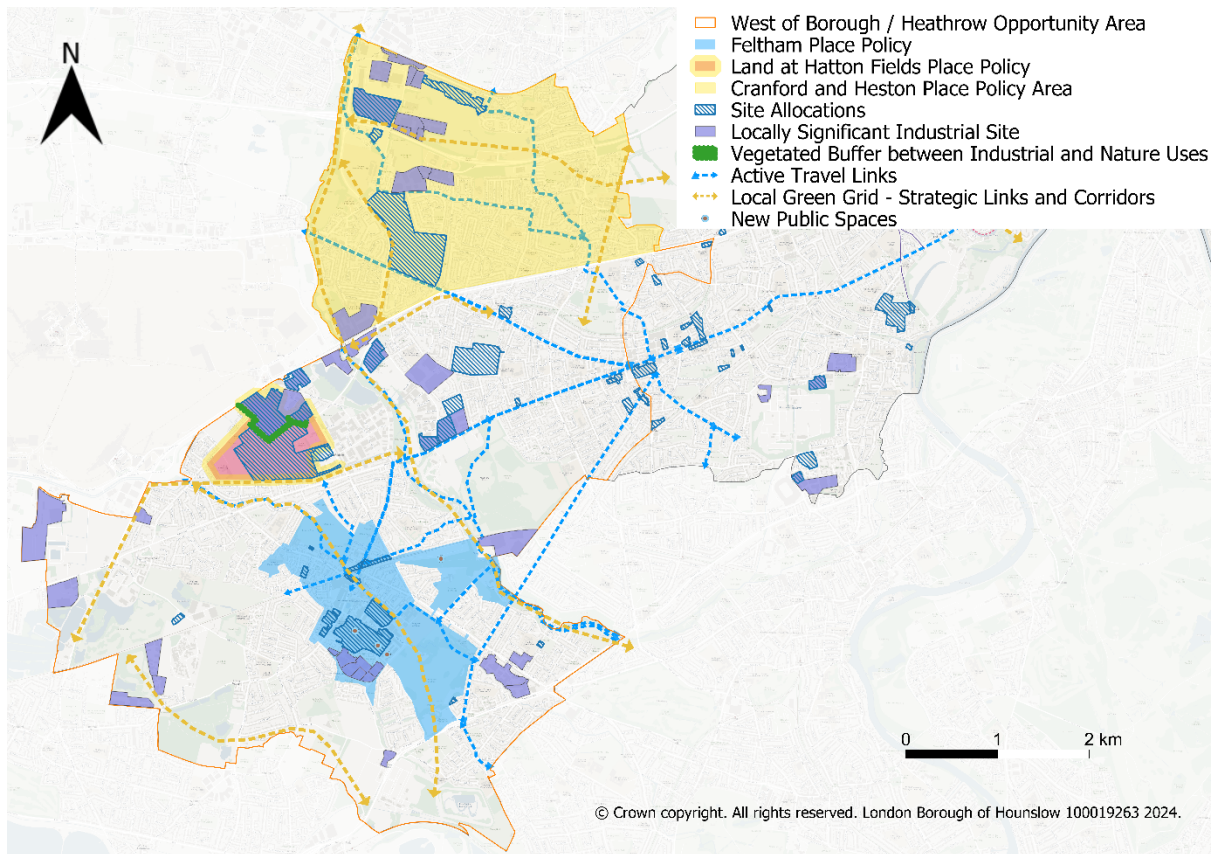


Fig P2.1: West of the Borough Place Policy

Our approach

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

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

We will achieve this by

- A. Allocating land for residential and mixed-use residential-led development in the West of the Borough, with a particular focus on sustainable locations such as Feltham Town Centre;
- B. Supporting proposals for residential development on other suitable brownfield sites within the West of the Borough and are in accordance with other relevant policies in this Plan;
- C. Allocating land for new industrial floorspace within key locations as

identified in the site allocations, including new Locally Significant Employment Sites at Hatton Cross (Land at Hatton Road and vacant land at Dick Turpin Way) and adjacent to the Western International Market site at Cranford (as shown on the policies map);

- 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. Ensuring that employment development is well located and well connected in order to minimise the number of unnecessary vehicle trips, encouraging co-location and consolidation of deliveries;
- F. Improving the local road network to encourage the safe, reliable, and efficient movement of freight and to minimise its impact on congestion, road safety, and air quality;
- G. Supporting businesses of all sizes by ensuring availability of a range of workspaces and unit sizes, start-up space, co-working space and 'grow-on' space g. Encouraging improvements to pedestrian and cycle infrastructure, enhanced urban greening and improvements to crossing points along and over the Great West Road throughout the area, but in particular, adjacent to Local Centres, to improve permeability and enhance the economic vitality of the area's retail provision;
- H. 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;
- I. Working with partners and key stakeholders to mitigate the impact of pollution caused by Heathrow Airport, and provide compensatory environmental, social and economic benefits for the residents and workers in this area; and
- J. Working with Heathrow and key stakeholders to deliver a new academy centre for innovation, enterprise and associated employment.

The Council will expect development proposals in the WoB to:

- K. For proposals that include residential development, make effective and efficient use of land by seeking to optimise housing densities, whilst contributing positively to the surrounding context and character of localities within the West of the Borough;
- L. For proposals that include employment uses, provide a mix of unit sizes and in particular small business units. For redevelopment, existing small business units should be re-provided; and
- M. Where industrial developments are proposed on land being released from the Green Belt (and where land is not affected by aviation-related building height limits), the Council will expect developers to fully explore the opportunity for stacked, multi-floor formats to be developed in preference to single-storey formats.

We are taking this approach because

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

- 2.54 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 large neighbourhood centres of Heston, Cranford, Hounslow West, Bedfont and Hanworth. 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 an opportunity for intensification of Feltham town centre to deliver much needed housing for residents, while improving existing residents access to employment, services and facilities which help to improve their quality of life.
- 2.55 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. A key aim of the plan is to improve the quality of the natural and built environment, by tackling the causes and impacts of pollution and climate change, 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.
- 2.56 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. A key aim of the plan is to improve movement around the West of the Borough, ensuring it is easier, quicker and more comfortable, through the enhancement of bus services and expanding and making safer and more pleasant the walking and cycling network.
- 2.57 Heathrow Airport is a key economic driver in the sub-region, and a key aim of the plan is the increase in new jobs through the creation of opportunities for local businesses to access new markets and providing a mix of employment space to support Heathrow and London as a world economic powerhouse. The GLA indicated the Heathrow Opportunity Area has an employment capacity of 11,000 additional jobs. The borough's own employment land studies clearly highlight that land is required within the west of borough area to accommodate growth associated with large format logistics and distribution, much of which is linked to activities at Heathrow Airport. More land is therefore required in proximity to the airport for businesses reliant on it.
- 2.58 To meet this shortfall of employment land, the Council is making some selective and limited alterations to the Green Belt boundary to provide new site allocations for industrial development. These are:

- Land at Hatton Fields
- Land south of Western International Market
- Central Park Trading Estate
- Ron Smith Recycling
- Vacant land off Dick Turpin Way

2.59 Land at Hatton Fields is the largest of these new allocations. This site offers the opportunity to provide a logistics hub adjacent to Heathrow Airport, in an accessible location which benefits from excellent road connections with the airport, the national motorway network and London's strategic road network. The site could accommodate around 63,500- square meters of high-quality industrial floorspace in a range of plots with varied unit sizes.

2.60 The Council would expect to see a range of planning benefits delivered from the development of this site, including:

- A high-quality design, including green links and landscaping within the site
- Access to green spaces and a community nature zone
- Improving access to green spaces and sports and recreational facilities,
- Enhancements to the quality of the SINC on the site

2.61 For all of these Green Belt releases, the Council will be expecting development proposals to deliver significant benefits for local and borough residents, including provision of enhanced access to green spaces, biodiversity enhancements and improved access to recreational facilities.

HOUNSLOW WEST

Our approach

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

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

We will achieve this by

- A. Encouraging development of the allocated sites including: Cavalry Barracks, Hounslow West Station and the Builders Yard at 379-389 Staines Road;
- B. Raising the quality of new development across this part of the Borough, ensuring that it enhances surrounding character and meets local needs;
- C. Protecting and enhancing the vibrant collection of shops, restaurants and cafes along Bath Road, seeking a greater diversity of uses such as community uses and workspace, in addition to enhancing the public realm and improving links to nearby residential areas;
- D. Promoting the greater utilisation of land surrounding Hounslow West Station;
- E. Enhancing the environmental quality and character of Staines Road through additional planting and green infrastructure and enhancements to support active and sustainable travel;
- F. Continuing to protect the special architectural and historic buildings at Cavalry Barracks;
- G. Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;
- H. Opening up access to and along the River Crane particularly from Hounslow Heath, and protecting and supporting biodiversity;
- I. Enhancing greening across the area and strengthening connections between open spaces through green corridors and routes; and
- J. Supporting development that meets high sustainability standards, retrofits existing development to improve environmental performance and projects that seek to deliver a borough-wide heat network.

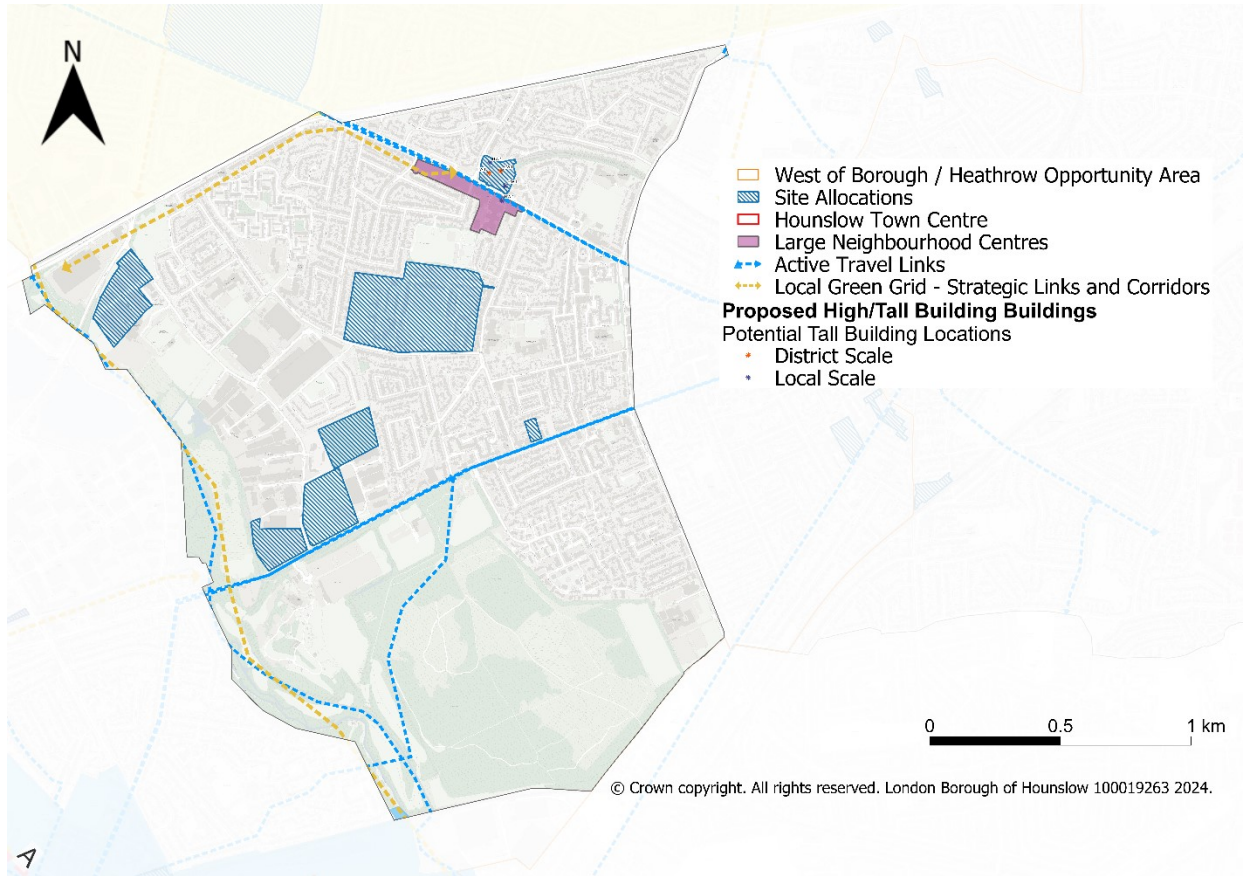


Fig SS7: Hounslow West Spatial Strategy

CRANFORD AND HESTON

Our approach

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

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

We will achieve this by

- A. Encouraging new mixed use development with ground floor retail and community floorspace at local centres along Bath Road, Great West Road and along the western side of North Hyde Lane providing retail, restaurant, café and bar floorspace;
- B. Delivering industrial floorspace and establishing a consolidated employment cluster in the core area next to the A312 (Parkway) and M4 corridor at existing trading estates, industrial parks and distribution centres;
- C. Working with local residents, community groups and housing providers to promote estate enhancement at Convent Way and other estates where regeneration is considered appropriate;
- 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;
- E. Continuing the protection and enhancement of local shopping centres including Heston shopping centre and Bath Road in Cranford, through diversifying uses including workspace and community uses;
- F. Contributing towards and/or delivering improvements to the function and quality of the public realm for all users through enhanced way finding, lighting, street greening, shop frontages and active and/or positive frontages, particularly in Cranford and Heston Local Centres and along primary movement routes identified in the figure and at Brabazon shops, where a Plaza is proposed locally;
- G. Creating a strong sense of community by delivering high quality neighbourhood design that responds to the needs of local people, in addition to community and arts hubs;
- H. Promoting community health and active living with the provision of both built and outdoor community space;
- I. Safeguarding Rectory Farm as a mineral extraction site and engaging the community in the design and delivery of a new park at Rectory Farm to be delivered once extraction works have been completed;
- J. Seeking opportunities for enhancements and improvements to existing parks and waterways in and around this area including Brabazon Road Open Space, Avenue Park and Heston Park for landscaping and planting, amenity facilities such as paths, shading and bins, and the introduction of passive and active recreational facilities;
- K. Working with partners and key stakeholders to explore the feasibility of

delivering a roof mounted Solar Array on the Land South of WIM site in order to increase the supply of renewable and low carbon energy in this location;

- L. Targeting social, economic and environmental improvements to the identified equality opportunities areas with high levels of deprivation;
- M. Opening up access to and along the River Crane for walking and cycling connections;
- N. 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;
- O. Working with TfL to improve and increase the bus services from Cranford and Heston to Heathrow, key destinations in the rest of the borough and neighbouring boroughs such as Hillingdon and Ealing; and
- P. Supporting development that meets high sustainability standards, retrofits existing development to improve environmental performance and projects that seek to deliver a borough-wide heat network.

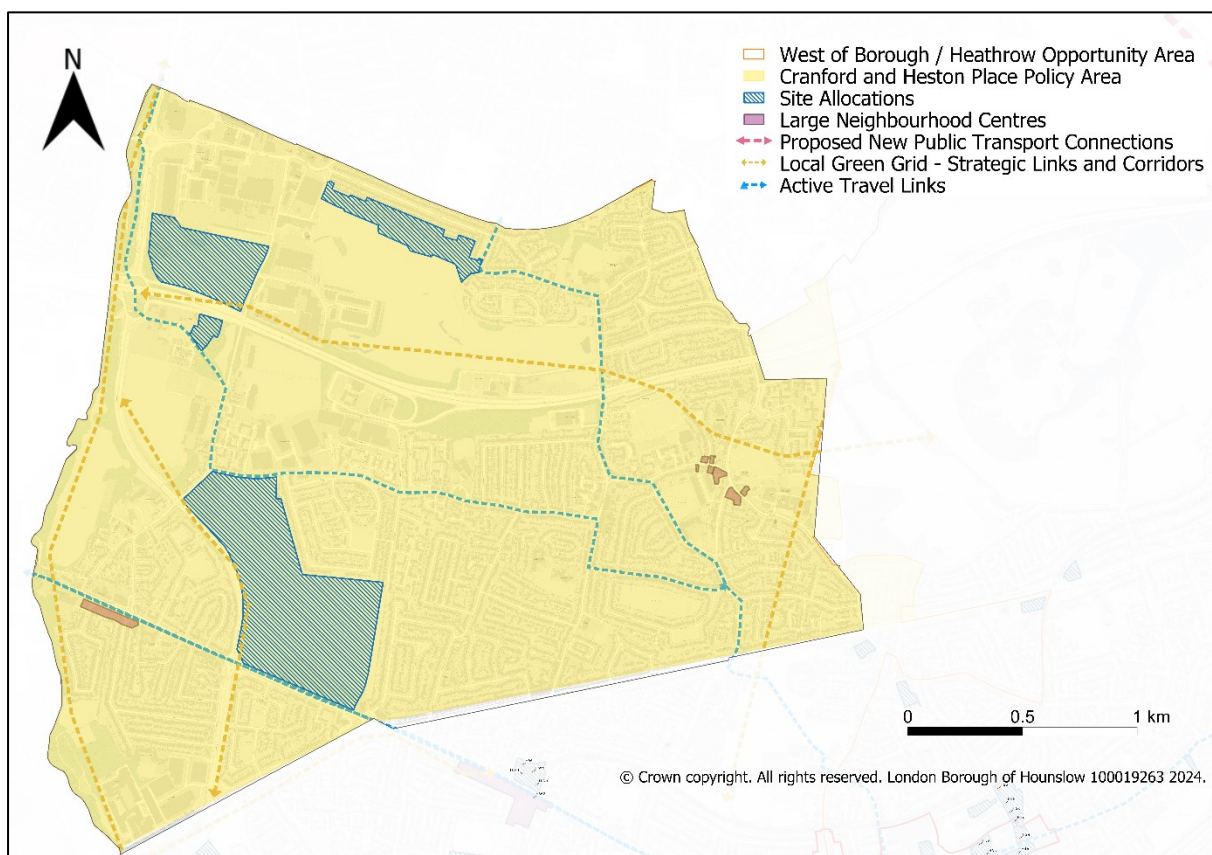


Fig SS8: Cranford and Heston Spatial Strategy

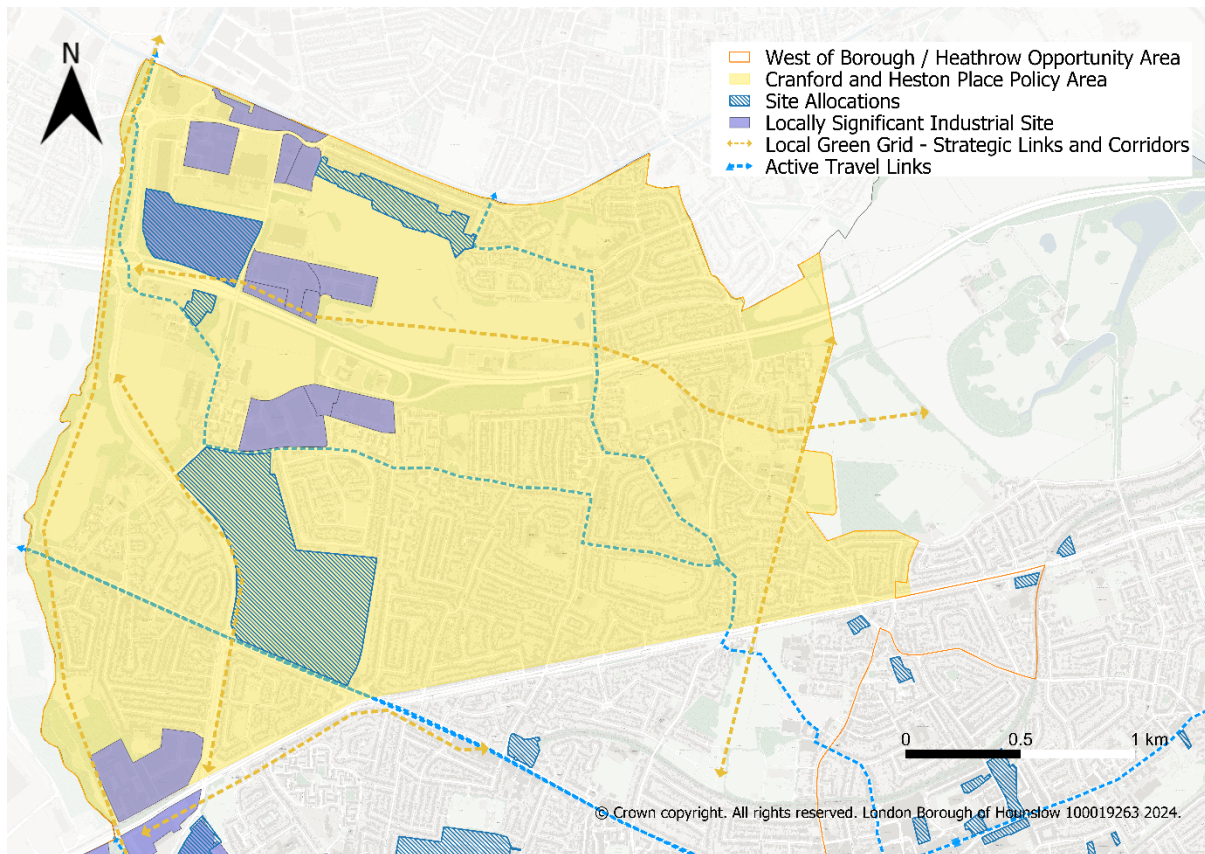
POLICY P2 (a): CRANFORD AND HESTON NEIGHBOURHOODS

Fig P2.2: Cranford and Heston Place Policy

Proposals should plan positively to deliver the place vision by:

- A. 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;
- B. Enhancing the river corridors and the quality and the condition of watercourses in line with the Water Framework Directive objectives and creating green corridor links between key assets of the Crane Corridor and Hounslow Heath;
- C. Seeking design excellence in proposals to enhance the area's historic and local character. New development at Cranford and Heston neighbourhood centres will be required to have positive relationships with the street frontages;
- D. 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;
- E. Strengthening local identity and character by conserving and enhancing Cranford and Heston conservation areas and heritage assets and embedding its historic references within the design and functioning of new development and public realm;

- F. Supporting proposals that contribute towards urban greening in the public realm and on streets;
- G. 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); and
- H. Supporting the activation of the street with improved public realm and new high quality, accessible and inclusive walking/ cycling routes throughout the area including:
 - i. a route connecting Cranford Neighbourhood Centre and Avenue Park between properties on the northern side of Bath Road;
 - ii. a north-south connection from West Hounslow to Southall Station in the London Borough of Ealing, traversing the M4 and Great West Road;
 - iii. an east-west cycle and walking route along the Crane River valley connecting with Osterley Park to the north of M4;
 - iv. enhanced footpath along the northern side of the Bath Road west of Cranford High Street;
 - v. a new footway link between Avenue Park and the River Crane corridor (Berkley Meadows and Cranford Land in London Borough of Hillingdon); and
 - vi. a route connecting North Hyde Lane to the adjacent Airlinks Golf Course.

BEDFONT

Our approach

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

Development will focus on respecting and enhancing the established character.

We will achieve this by

- A. Protecting the extensive open landscape of the Green Belt whilst encouraging leisure and agricultural uses which complement this landscape;
- B. Protecting surviving historic fabric in locations such as Bedfont Green;
- C. Opening up access to and along the two artificial rivers (Longford and Duke of Northumberland's) for walking and cycling and enhancing their environmental quality;
- D. Exploring options for improving public transport accessibility in the area, particularly with regard to employment and leisure sites at the western fringe, e.g. at Bedfont Lakes;
- E. Supporting Bedfont local centre and enhancing connections to the neighbourhood centre;
- F. Supporting industrial areas and their growth, ensuring that new development enhances local character, greening and active and sustainable travel links;
- G. Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;
- H. Creating high-quality public realm that follows the healthy streets approach and delivering a network of high quality and attractive walking and cycling routes in accordance with current guidance, linking to local town centres, along Bedfont Lakes Country Park and to public transport;
- I. Supporting development that meets high sustainability standards, retrofits existing development to improve environmental performance and projects that seek to deliver a borough-wide heat network.

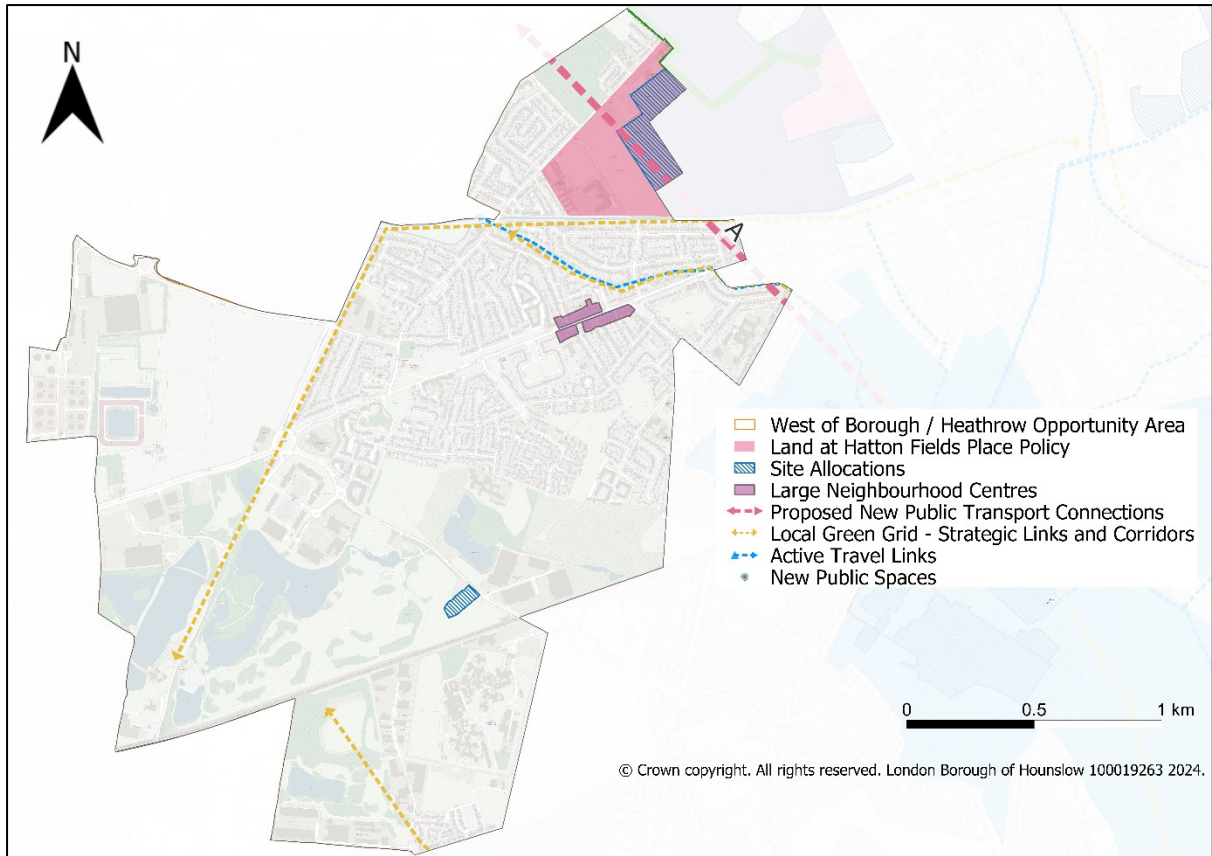


Fig SS9: Bedfont Spatial Strategy

FELTHAM

Our approach

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

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

We will achieve this by

- A. Encouraging redevelopment of the allocated sites;
- B. Redeveloping the area around the station to create a new, high-density mixed-use development, the Station Quarter, providing 510 new homes and new ground floor retail forming an extension to the High Street, restaurant, café and bar uses in Bedfont Lane and New Road;
- C. Redeveloping and intensifying further sites within Feltham town centre to create a stronger and more coherent urban centre, providing at least 250 new homes and 7,000 sqm new retail space including cafés, bars, restaurants, social infrastructure, and comparison retail, that meet needs of employees, residents and visitors;
- D. Redeveloping and intensifying uses to the South-East of the High Street of the former MoD site, Leisure West and industrial land to create a new mixed-use neighbourhood, providing at least:
 - I. 2050 homes;
 - II. 4820 sqm office uses;
 - III. 3420 sqm retail, restaurant, café and bar uses;
 - IV. 11,600 sqm leisure space;
 - V. 3910 sqm industrial; and
 - VI. a new school (Reach Academy 2).
- E. 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. Ensuring developments are of the highest design quality, contribute to

- urban greening, meet the needs of local people, achieve optimal employment densities and support new employment uses that will secure a successful operation of the LSIS designation;
- H. Building on the current success of Feltham town centre by exploring opportunities to intensify uses on sites surrounding the town centre in accordance with the principles of the Heathrow Opportunity Area, through:
 - I. Retaining the existing level of retail floorspace within Feltham town centre and promoting the introduction of new uses to increase evening town centre activity;
 - II. Emphasising fine grain, permeable high-quality and sustainable development that enhances the character of the town centre and strengthens links within the town centre;
 - III. Promoting the redevelopment or refurbishment of buildings or sites near to the town centre to include a mix of residential and leisure uses, improving transport access into the town centre, including enhancing the public realm at Feltham Train Station;
 - IV. Maximising and improving links to the town centers' environmental assets such as the Longford River and Feltham Green;
 - I. Continuing the protection of industrial land, including the North Feltham Trading Estate, much of which contains Heathrow Airport-related business operations;
 - J. Improving links to Hounslow Heath and opening up access to and along the River Crane and Duke of Northumberland's River;
 - K. 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;
 - L. Improving existing and supporting new community facilities, where possible co-located with other facilities, new community and leisure space, new health facilities to meet additional demand, and a new school in Feltham;
 - M. Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;
 - N. Establishing a well-connected, safe, high-quality and attractive network of cycle and walking routes linking the town centre and Feltham station with surrounding neighbourhoods, employment areas and open spaces, exploring the potential to use the river corridors as key walking and cycling routes;
 - O. Reducing the dominance of road traffic by increasing the capacity of public transport and cycling infrastructure, increasing street trees and planting and providing better integrated public transport to encourage people away from their cars;
 - P. Protecting surviving historic fabric in locations such as Old Feltham and ensuring new development enhances its setting;
 - Q. Supporting development that meets high sustainability standards, retrofits existing development to improve environmental performance and projects that seek to deliver a borough-wide heat network; and
 - R. Support the ongoing improvements to Feltham's green spaces through delivery of the Feltham Parks Masterplan.

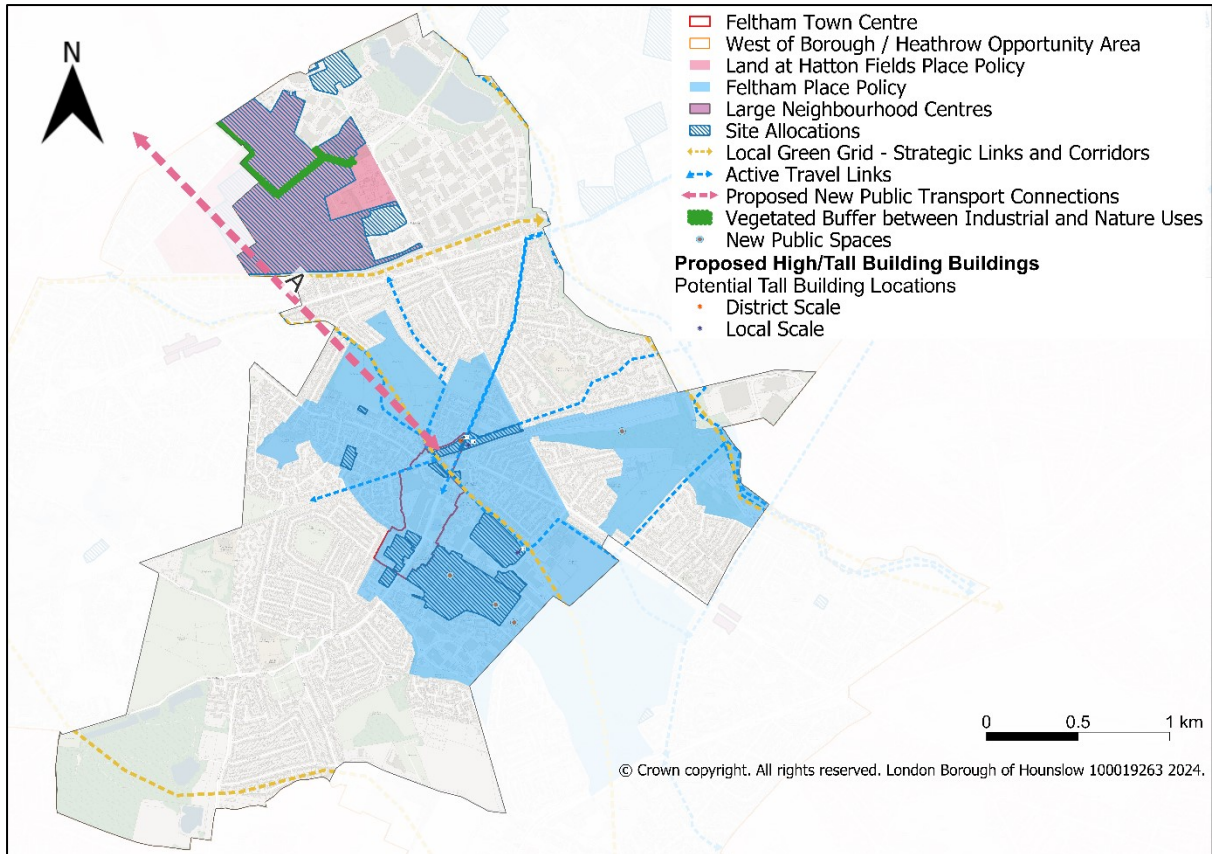


Fig SS10: Feltham Spatial Strategy

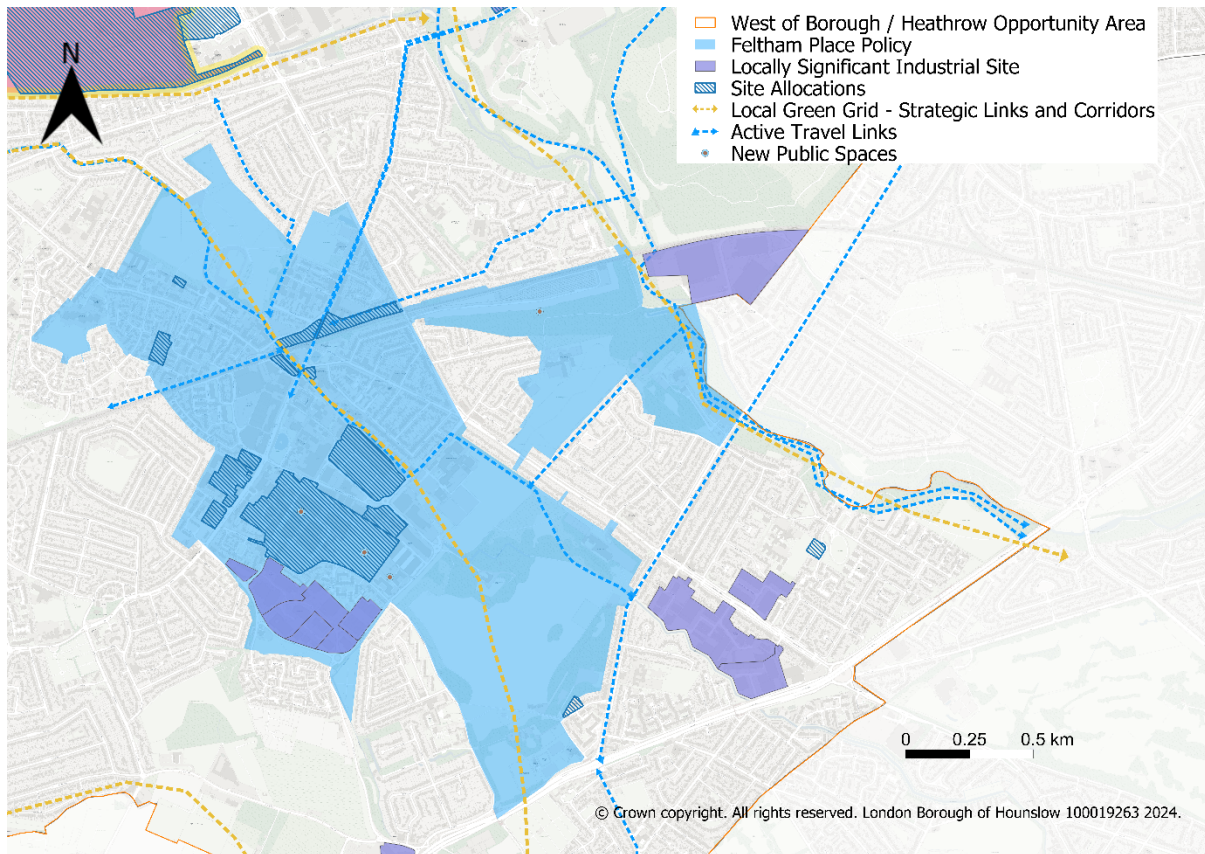
POLICY P2 (b): FELTHAM

Fig P2.3: Feltham Place Policy

Proposals should plan positively to deliver the place vision by:

- A. Improving air quality, ensuring sensitive uses are located away from pollution sources and that new development sufficiently mitigates the impacts of noise and air pollution (in line with Policy EQ4);
- B. Delivering and/ or contributing to the enhancement of existing parks and waterways and promoting better access to and links between existing green spaces in Feltham including Feltham Green;
- C. Creating a more diverse landscape experience in open spaces such as Hanworth Park and Feltham Green with education and play opportunities for children, young people, sports facilities, new wetland area and habitat, interpretation/ signage boards, restoration of heritage assets and creation of a visitor hub/ community centre/ café;
- D. Creating new high quality green open space at Feltham Marshalling yard with a range of landscaped areas of a naturalistic character, including acid grassland, woodland and other valuable habitats; Improving pedestrian/ cycle access into and around the area's parks, linking to an enhanced route along the River Crane and its surroundings to extend the green infrastructure network;
- E. Improving water quality in line with the Water Framework Directive and to deliver and/or contribute to a high-quality open space by de-culverting, naturalising and creating a path alongside the Longford River to create a high-quality open space and to connect Feltham town centre

- to green spaces and to residential, employment and leisure uses;
- F. Providing new green spaces, including a central green space, neighbourhood pocket green spaces, and playing fields in Feltham East;
- G. Preserving and enhancing the Feltham Town Centre Conservation Area and protecting and contributing to local views of the spire of St Catherine's Church;
- H. Supporting safe and obvious links for pedestrians and cyclists throughout Feltham;
- I. Supporting the sensitive refurbishment of heritage assets, for housing and community uses including Hanworth Park House site, and Ministry of Defence site (Feltham House), using enabling development where necessary;
- J. Improving public realm across Feltham, including widening pavements along the High Street, introducing greenery, coordinating street furniture, enhancing shopfronts, improving paths and access to Bridge House Pond and connecting Feltham Green to the high street;
- K. Enhancing Feltham station as a transport hub and creating a sense of arrival at Feltham Station through improvements to the public realm.

POLICY P2 (c): LAND AT HATTON FIELDS

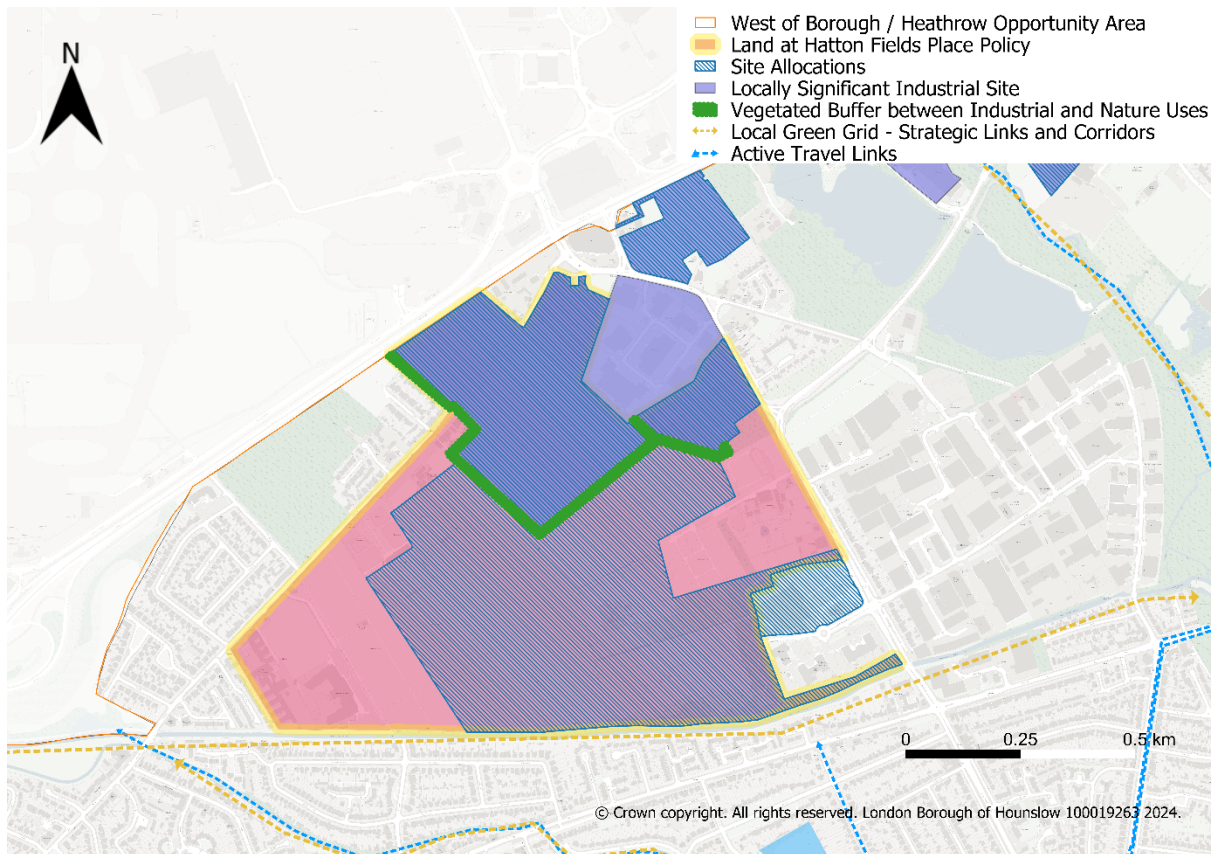


Fig P2.4: Land at Hatton Fields Place Policy

Our approach

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

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

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

Proposals should plan positively to deliver the place vision by:

- A. Delivering a logistics and industrial business park comprising 63,450sqm floorspace to the north of the site, combining modern warehousing with

- high quality infrastructure;
- B. 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 employee facilities to encourage social interaction amongst employees on site;
 - C. Creating a sense of place through the positioning of the industrial unit frontages and public realm;
 - D. 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;
 - E. Supporting and encouraging 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 and creating a new community nature zone to provide access improvements to nature and green spaces for local communities;
 - F. 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, in line with the Water Framework Directive objectives;
 - G. Contributing towards compensatory improvements to the environmental quality and accessibility of remaining Green Belt land and providing enhancements and extensions to habitats (including those within the SINC) to achieve a minimum 10% biodiversity net gain across the wider site;
 - H. Protecting the Hatton Meadows SINC and mitigating any impact in line with the mitigation hierarchy set out in the London Plan;
 - I. Complying with DfT circular 01/2010 (including any subsequent updates) regarding control of development in airport public safety zones;
 - J. Safeguarding the continued NATS air traffic control facility at Faggs Road as an essential part of the operation of Heathrow Airport, which includes ensuring an unimpeded line of sight to the operational radar located on the Airport as well as the microwave dish link connectivity to the Heathrow Control Tower which cannot be blocked by intervening development. Developers are required to consult NATS on any development proposals;
 - K. Ensuring that the scheme layout design adopts the principle of secure by design which will enhance night and morning security of this area;
 - L. Using existing constraints such as Public Safety zone for high quality landscape designs;
 - 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 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. Minimising 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.

HANWORTH

Our approach

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

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

We will achieve this by

- A. Encouraging redevelopment of the Royal Naval Association Club and land at Nene Gardens;
- B. Protecting and evolving local shopping provision including Hanworth local shopping centre;
- C. Enhancing active and sustainable travel connections throughout the area and to the local centre;
- D. Promoting improvements to heritage assets including Hanworth House and Park;
- E. Targeting social, economic and environmental improvements to the identified equality opportunity areas with high levels of deprivation;
- F. Protecting existing Locally Significant Industrial Estates and ensuring any new industrial development enhances character through good design, greening and enhancements to active and sustainable travel;
- G. Protecting the extensive open landscape of the Green Belt whilst encouraging leisure and agricultural uses which complement this landscape; and
- H. Opening up access to and along the Longford River and continuing the Crane River path and linear park northwards, in addition to increasing the environmental quality of the area.

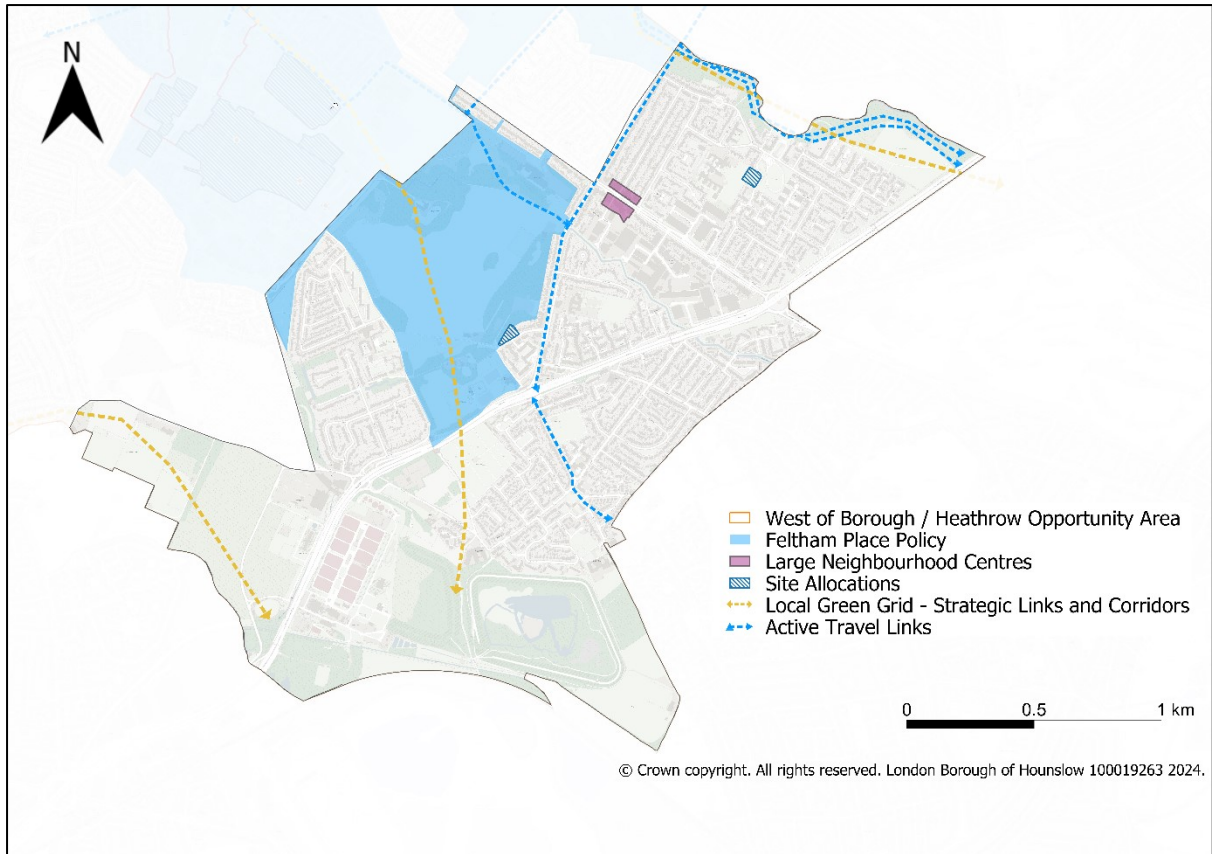


Fig SS11: Hanworth Spatial Strategy

CHAPTER THREE

TOWN CENTRE

POLICY TC1 – TOWN AND NEIGHBOURHOOD CENTRE NETWORK

Our approach

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

We will achieve this by

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

We will expect development proposals to

- C. Be located appropriately in the context of the town and neighbourhood centre network, consistent with Policy TC3;
- D. Be of a scale and type that is appropriate in the context of the town or neighbourhood centre, consistent with Policy TC4 and Policy TC5; and
- E. Support sustainable growth through being appropriately located in areas with existing or planned high public transport accessibility levels, where residential and residential-led mixed use schemes are proposed and ensuring uses respond to the opportunities and challenges in an area

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

3.2 There are four town centres in the borough. Hounslow town centre is identified in the London Plan as a Metropolitan Centre although it is currently performing well following the delivery of the High Street Quarter regeneration scheme with a vibrant food and drink offering returning since the pandemic. Chiswick is a Major Centre, with a vibrant shopping and food and drink offering. The main road within the Centre is Chiswick High Road and is of high environmental quality with much

of the centre located within a designated Conservation Area. Chiswick performs well as a Major Centre and is a centre for evening activities. Brentford and Feltham are District Centres that serve their respective parts of the borough, where large scale development has taken place (and continues to do so in the case of Brentford particularly, where the Brentford Waterside regeneration scheme is under construction) but where further improvements are needed to strengthen their functions. The council's approach to town centres seeks to encourage proactive management and sufficient flexibility to enable centres to change, for example where there is surplus retail or office floorspace, and promote a wider range of uses to maintain or improve a centre's vitality, where appropriate. These four town centres should be the focus of new retail and other main town centre uses.

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

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

Table TC1.1: The borough's network of town and neighbourhood centres				
Town centres (“main town centres” for the purposes of policy on development of retail and main town centre uses)			Neighbourhood centres	
Metropolitan Centre	Major Centre	District Centres	Large neighbourhood centres	Small neighbourhood centres
Hounslow	Chiswick	Brentford Feltham	Hounslow West Bedfont Hanworth Heston Cranford Isleworth Old Isleworth	There are 36 small neighbourhood centres, as set out in Appendix 3 – Neighbourhood Centres

Supporting Facts

The London Plan designates London's town centre network and outlines town centre classifications, giving strategic guidance for growth and development of these centres.

As a Borough, Hounslow has shown strong economic performance in recent years and it is the home to four town centres in Chiswick, Brentford, Hounslow and Feltham. Each centre has a distinct character and set of unique qualities and challenges. The Strategic roles that Hounslow and Brentford play are recognised in the Hounslow Town Centre Master Plan (2024) and Brentford Town Centre Masterplan (2024).

Town Centres – Metropolitan Centre Hounslow

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

Regeneration in Hounslow town centre has involved the redevelopment of sites including the High Street Quarter with this recently finished scheme improving retail, leisure and entertainment offering in the town centre. Going forward, building on improvements to the public realm and connections with transport nodes will be key to Hounslow town centre's regeneration and new residential development should support this. The Hounslow Town Centre Masterplan sets out these proposals, whilst the Treaty Centre is being allocated as a site in the Local Plan to further the regeneration of the town centre and improve retail, leisure and entertainment offering.

Town Centres- Major Centres Chiswick

Chiswick town centre is identified as a Major Centre in the London Plan. It is the borough's second largest town centre primarily serving the east of the borough. It is a successful upmarket retail destination, with a variety of chain and independent shops including niche retailers and boutique style shops serving a relatively affluent catchment. It also has a wide provision of restaurants and bars which create a vibrant evening economy.

Chiswick is a vibrant centre with a variety of town centre uses and an established local character largely due to its heritage and the layout of buildings, greenspaces and mature trees lining the High Road. Consolidation and enhancement is encouraged, alongside careful management to maintain and protect retail uses while continuing to enable diversity.

Town Centres – District Centre Brentford

Brentford Town Centre is identified as a District Centre, although it has struggled to fulfil this role, with a limited retail offer located on the High Street and one main convenience store.

The centre is located within close proximity to the River Thames and has distinctive character and waterside environments that regeneration is currently enhancing with expanding retail, leisure, entertainment and cultural uses on allocated sites to the south of Brentford High Street. This is also delivering significant new residential accommodation and enhancements to the public realm, connecting and improving links between the High Street, the River Thames and canal and also promoting opportunities for sustainable movement, particularly from north to south, from the river through the town centre to Brentford Station and the Great West Road. The Brentford town centre masterplan identifies opportunities and strategies for improving the town centre and supporting its economic and social recovery.

Town Centres – District Centre Feltham

Feltham town centre is a District Centre and in recent years has seen significant investment and change following the redevelopment of its shopping centre, which includes a relatively good fashion offer. Feltham town centre contains a range of convenience retailers and services such as banks, a library and health centre. Leisure (particularly restaurant) uses in the town centre are limited and access for pedestrians and motorists to the town centre can sometimes present challenges

Neighbourhood Centres

Along with the aforementioned town centres, the borough also has a number of both large and small neighbourhood centres. These can vary substantially in size and character and provide services to meet key day-to-day needs. They are particularly important for residents who do not have access to a car, and enhance the sustainability of residential environments.

Large neighbourhood centres contain a range of at least 5 retail units that serve day-to-day shopping needs and will also contain other uses such as banks, doctors' or dental surgeries. These centres are sometimes around a focal point, such as a tube station in Hounslow West, the war memorial in Heston and Isleworth or the Public Hall in Old Isleworth.

There are also 36 small neighbourhood centres in the borough, which are listed in the appendices. These more generally form a row or parade of at least 4 or 5 units which serve the key day-to-day needs of local residents.

POLICY TC2 – ENSURING THE FUTURE VITALITY OF TOWN CENTRES

Our approach

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

We will achieve this by

- A. Promoting the ongoing regeneration of Hounslow town centre as a key destination ensuring its ongoing vitality as a shopping, commercial and leisure destination. This will include supporting the redevelopment of key development sites and improvements to the public realm, access and linkages, including to the existing High Street and surrounding retail areas, the Treaty Centre and the High Street Quarter.
- B. Promoting the regeneration of Brentford town centre to fulfil its role as a District Centre. This will include: encouraging an appropriate increase in retail floorspace, leisure and cultural uses; reconnecting the High Street with historical assets and waterside environments; improving links from Brentford to the Great West Road, including business networking opportunities; and improvements to the public realm;
- C. Supporting a re-visioning of Feltham town centre, to build on recent development, and consolidating its role as a District Centre. This would be done by retaining the existing level of retail floorspace, increasing the leisure and entertainment offer to encourage evening activity, and improving the public realm and opportunities for sustainable travel. Feltham Town Centre is within the Heathrow Opportunity Area, which is identified for growth in the London Plan. It is therefore subject to a strategic approach and this is set out in the West of Borough section of the Plan;
- D. Sustaining and consolidating the range and quality of shopping provision in Chiswick town centre. The Council will seek to maintain the centre's diverse roles in terms of shopping, the evening economy and business activity. Links with businesses and offices located at the periphery of the centre will be encouraged, to ensure opportunities for business networking within the centre are maximised;
- E. Recognising town centres as a place for business and networking, and supporting initiatives and enterprises that support this;
- F. Encouraging and improving access to town centres by a choice of means of transport, particularly sustainable modes such as public transport, cycling and walking;
- G. Ensuring that adequate car and cycle parking space is maintained in each town centre, and that new development uses the standards established in the London Plan; and
- H. Promoting improvements to local centres, by supporting businesses, access and public realm improvements to enhance local character and identity.

We will expect development proposals to

- I. Contribute to the vitality and viability of the boroughs town centres, consistent with the spatial strategy and policies set out in the Local Plan, and guidance developed to improve the performance of centres, including the Town Centre Masterplans and Design Codes.

We are taking this approach because

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

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

Our approach

We will direct retail uses to the borough's town centres to support their ongoing vitality, making the most of their accessibility and maximising the opportunity for business opportunities and linked trips. Other town centre uses will also be directed to these locations, based on the identified needs of these centres.

We will achieve this by

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

We will expect development proposals to

- F. Seek to locate in one of the borough's four town centres where retail floorspace or other main town centre uses are proposed;
- G. Where development is proposed outside of town centres, proposals should demonstrate through a sequential assessment that suitable locations within town centres are not available; followed by edge-of-town centre sites and large neighbourhood centres; with small neighbourhood centres then considered for smaller proposals that are suitable to the proportions of the centre. Only then should out-of-centre sites be considered, and these should be accessible and well connected to town centres;
- H. Demonstrate that the effect of the proposal, either individually or cumulatively, on the vitality and viability of existing town centres has been considered, through the preparation of an impact assessment where development of over 500sqm of retail or 2,500 sqm of other main town centre use floorspace is proposed outside of the borough's four town centres;
- I. Demonstrate that units are accessible to people with impaired mobility and pushchairs, consistent with the Mayor of London's Accessible London: Achieving an Inclusive Environment SPG; and
- J. Demonstrate that local context and character have been considered in terms of the design of shop fronts and the wider appearance of development.

We are taking this approach because

- 3.6 The borough's town centres are the focus of retailing in Hounslow, and also the hubs for a range of other main town centre uses, including leisure, entertainment and cultural facilities. To ensure their economic and cultural functions are maintained, a sequential approach will be used to manage the growth of new retail floorspace and other main town centre uses, with a 'town centres first' rule, followed by edge of centre sites and neighbourhood centres. This approach will ensure the vitality and vibrancy of the town centres, and meet sustainability objectives by reducing travel needs in local communities. In accordance with the NPPF, for retail purposes, edge-of-town centre sites are defined as locations well connected to and up to 300m from a primary shopping area. For all other main town centre uses, they are defined as locations within 300m of a town centre boundary and for office development locations they are defined as locations outside of town centres but within 500m of a public transport interchange.
- 3.7 The 2024 Retail Needs Study Update assesses demand for convenience and comparison floorspace, and identifies particular needs in town centres. Whereas there isn't an identified need for additional comparison floorspace in the Borough, the 2024 Study Update does recognise that Chiswick and Feltham in particular could benefit from greater comparison goods provision. However, there is also an indication that the function of town centres is changing, with evidence emerging from the Greater London Authority outlining these changes to conventional retailing. Their research shows that there may be considerably less need for retail comparison goods floorspace going forward. It is therefore important that where the council promotes regeneration, it also takes account of these wider economic and social trends, and ensures sufficient flexibility to manage change in its town centres. In this context, surplus retail or commercial floorspace in town centres will be dealt with having regard to the spatial strategy and other Local Plan policies, and should promote a wider range of uses to improve town centre vitality.
- 3.8 A mix of retail growth and diversification of other town centre uses is integral to plans to regenerate and strengthen Hounslow's town centres, and also to help consolidate and improve the range of shops within them. The development of retail and other main town centre uses outside town centres can pose a threat to their vibrancy, and needs to be carefully managed to ensure it does not have adverse impacts on them.
- 3.9 Neighbourhood centres also play an important role in serving the key day-to-day shopping needs of residents, and the council will support their role by encouraging small scale retail development, of an appropriate type, within them.

Supporting Facts

There has been a reduction in the requirement for the need for additional comparison goods floorspace in the borough, with the Retail Needs Study Update (2024) outlining that there is no requirement for additional comparison goods floorspace within the 4 town centres. This reduction is primarily a result

of more internet shopping, higher forecast comparison goods sales density growth and reduced forecasts of growth in comparison to goods expenditure per head as is reflective of the comparison goods sector contracting in recent years.

Notwithstanding the reduction in the requirement for additional comparison goods floorspace, the 2018 Retail & Town Centre Needs Study found that both Chiswick and Feltham Town Centres could benefit from an increase in comparison goods provision to increase variety. This was also supported by the 2024 Retail & Town Centre Needs Study Update.

For convenience goods, the 2024 Retail & Town Centre Needs Study Update identifies that by the end of the Plan period, there could be sufficient convenience floorspace capacity to potentially support further convenience provision, including

- I. Additional small convenience store of 900-1200sqm net in Hounslow
- II. Additional small/medium convenience store of 1200-1600sqm net in Chiswick
- III. Additional small convenience store of 1000-1400sqm net in Brentford.
- IV. Capacity assessments for Feltham indicate that the town is well provided for, with existing food stores under trading.

Notwithstanding the findings of the Retail Needs Study update, at a town centre level, there will be carrying impacts that will need to be monitored, with policy that is responsive to managing growth, consolidation or decline, where appropriate.

POLICY TC4 – MANAGING TOWN CENTRE USES

Our approach

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

We will achieve this by

- A. Establishing town centre boundaries and primary shopping areas in the four centres as shown on the Policies Map;
- B. Protecting the strong retail role of the borough's town centres by ensuring that primary shopping areas retain a high proportion of retail uses. This will be achieved by assessing the impact of development proposals on the retail function of the town centre to ensure that it remains strong and does not dilute the primary retail use;
- C. Encouraging a diversity of uses through proposals that contribute to the vitality and viability of the town centre, such as achieving an active frontage during the day and evening; and
- D. Considering the cumulative impact of proposals on the vitality and vibrancy of town centres and the amenity of local residents, particularly avoiding the over-concentration of uses that can give rise to particular concerns regarding the impact on mental and physical health and also on wellbeing and amenity. Examples of such uses are set out in paragraph 3.12. The Council will require a Health Impact Assessment for these particular uses. This Assessment should evaluate the existing distribution of these uses in the area and set out how the wellbeing and amenity of residents can be safeguarded.

We will expect development proposals to

- E. Incorporate a high proportion of commercial, business and service uses in town centres and, in these areas, ensure that active frontages to the public realm are provided at ground floor level. Proposals to replace active frontages at ground floor level in town centres with residential uses will be refused.
- F. Contribute to local townscape character and have a high quality of design and appearance, in accordance with the council's Shop Front Design Guidelines SPD and other relevant SPDs including the Character, Sustainability and Design Codes SPD;
- G. Retain retail or business use at ground floor level, or another active frontage that contributes to the centre; and
- H. Incorporate effective use of upper floors that contributes to town centre vitality and regeneration, such as business or residential use, provided this is consistent with other Local Plan policies.

We are taking this approach because

- 3.10 Town centres have traditionally had a primarily retail role, particularly in their core areas, which needs to be maintained and expanded where evidence shows there is need for growth. However, in order to boost competitiveness, provide choice to residents and visitors, and remain resilient to economic and social change (including the rise of internet shopping), diversification in town centres is needed. This will help ensure a variety of shopping, employment, leisure, cultural and civic functions that provide activity during the day and night, and alongside wider regeneration, assist in creating vibrant town centres and tackling negative perceptions.
- 3.11 The London Plan states that Town centres and high streets promotes a diverse range of uses to support the vitality and viability of town centres. The 2024 Retail Study Update states that it will remain important for retail uses in town centres to be the primary focus, including in major redevelopment schemes within the defined Primary Shopping Area.
- 3.12 Some retail and related uses when clustered can support town centres to develop niche or specialist roles and may provide important visitor attractions. Over-concentrations of some uses however, such as betting shops, pawnbrokers, pay-day loan stores, amusement centres and hot food takeaways, can give rise to particular concerns regarding the impact on mental and physical health and wellbeing, amenity, vitality, viability and diversity. The proliferation and concentration of these uses would be carefully managed by requiring a Health Impact Assessments for particular uses. These assessments should ensure that there is not an over-concentration of such units within the relevant town or neighbourhood centre and the sites should be more than 400m from any local school.

POLICY TC5 – MANAGING NEIGHBOURHOOD CENTRES AND ISOLATED LOCAL SHOPS

Our approach

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

We will achieve this by

- A. Protecting the retail and community functions of neighbourhood centres (shown in Figure TC1.2 and listed in Appendix 5) to meet key day-to-day needs of local residents;
- B. Protecting isolated local shops, particularly where they are located in areas more than 400m/5 minutes walking distance of a town or neighbourhood centre, or alternative local shopping provision;
- C. Supporting the primary retail function of neighbourhood centres by ensuring that proposals contribute to the vitality and vibrancy of the centre;
- D. Supporting businesses that provide for the key day-to-day shopping needs of local residents, with the aim that neighbourhood centres adequately serve the needs of local residents, workers and businesses;
- E. Encouraging new, small scale shops that meet key day-to-day needs in identified neighbourhood local centres;
- F. Work with stakeholders, including local residents and businesses, partners to make improvements to the public realm and accessibility of neighbourhood centres, to ensure they contribute to local character and identity, and provide good links to surrounding residential areas; and
- G. Considering the cumulative impact of proposals on the vitality and vibrancy of neighbourhood centres and the amenity of local residents, particularly avoiding the over-concentration of certain uses (as specified in the paragraphs below) that can give rise to particular concerns regarding the impact on mental and physical health and wellbeing and amenity. The Council will require a Health Impact Assessment for these particular uses. This Assessment should assess the existing distribution of these uses in the area and set out how the wellbeing and amenity of residents can be safeguarded

We will expect development proposals to

- H. Ensure that proposals do not involve the loss of a shopfront and provide active frontages to the public realm at ground floor level. Proposals for residential use which involve the loss of an active ground floor frontage to the public realm will be refused. Proposals for change of use should demonstrate the contribution the proposed use will make in terms of its value to the local community, meeting wider local service or business needs, and enhancing the neighbourhood centre's vitality; and
- I. Demonstrate the availability of alternative shopping provision in a town or neighbourhood centre within 400m/5 minutes walking distance where

change of use from retail is proposed.

We are taking this approach because

- 3.13 The borough contains a large number of neighbourhood centres (as set out in Figure TC1.2), as well as isolated shops that are vital for the role they play in serving the day-to-day shopping needs of residents and businesses. Neighbourhood centres often add to the character and image of neighbourhoods, giving them a focal point and enhancing sustainability by being easily accessible to people's homes by walking or cycling.
- 3.14 The London Plan establishes a framework for maintaining, managing and enhancing local and neighbourhood shopping centres, and states that boroughs should identify areas under-served by local convenience shopping, and improve access to existing provision or encourage additional facilities to tackle this. Recent updates to the London Plan raise the need to manage surplus commercial capacity in local centres, which should contribute to strengthening and consolidating centres. Where such capacity is identified there may be some scope for alternative uses.
- 3.15 Over-concentrations of some uses however, such as betting shops, pawnbrokers, pay-day loan stores, amusement centres and hot food takeaways, can give rise to particular concerns regarding the impact on mental and physical health and wellbeing, amenity, vitality, viability and diversity. The proliferation and concentration of these uses would be carefully managed by requiring a Health Impact Assessments for particular uses. These assessments should ensure that there is not an over-concentration of such units within the relevant town or neighbourhood centre and the sites should be more than 400m from any local school.

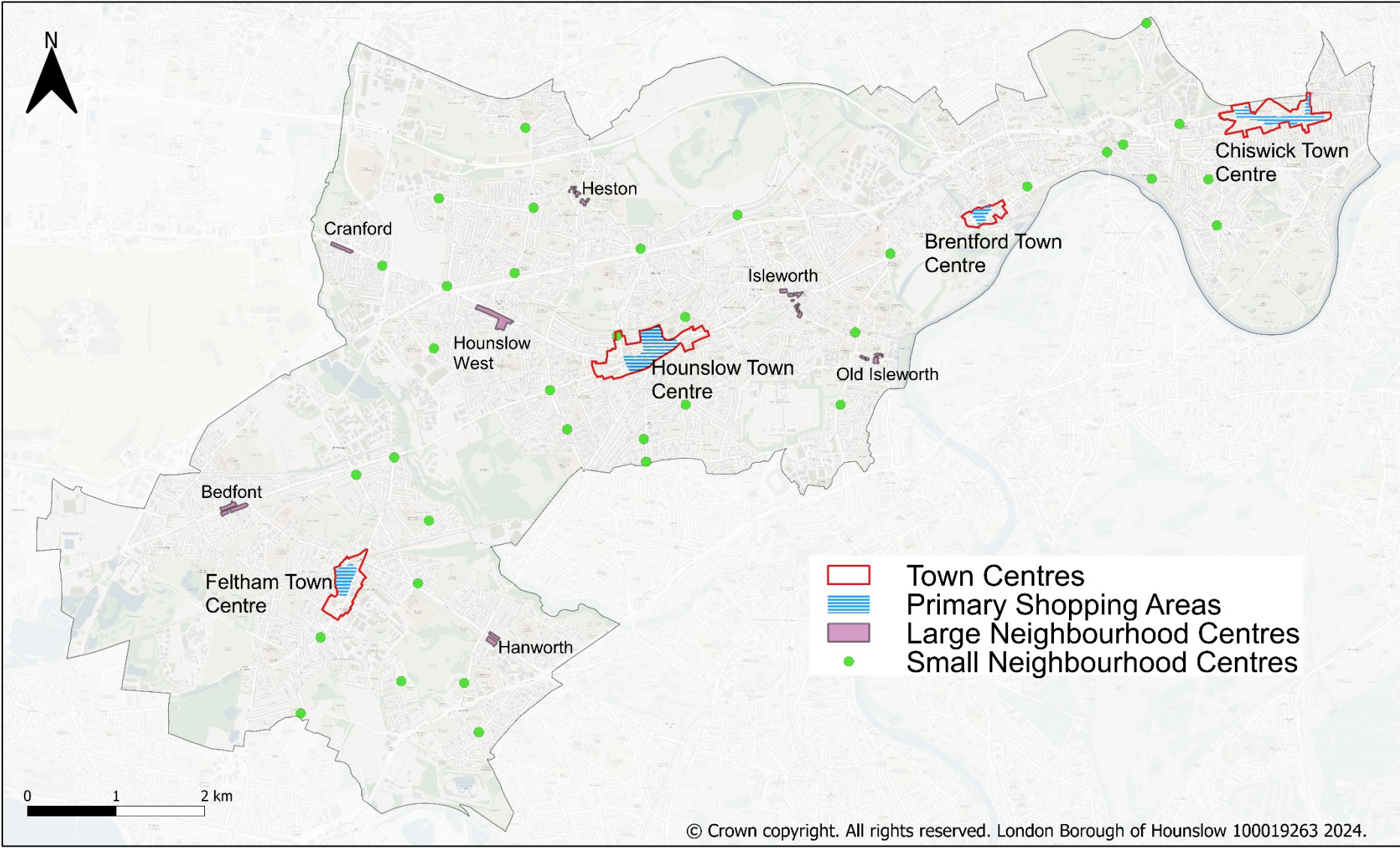


Fig TC1: Hounslow's Town Centres, local centres and Primary Shopping Areas

CHAPTER FOUR

ECONOMIC DEVELOPMENT

POLICY ED 1 - PROMOTING EMPLOYMENT GROWTH AND DEVELOPMENT

Our approach

We will secure the business opportunities stimulated by the London Borough of Hounslow's location close to Heathrow Airport and central London by ensuring that significant additional capacity is provided for anticipated sectors of employment growth. In particular, we will support the jobs growth ambitions for the Great West Corridor and Heathrow Opportunity Areas, as set out in the 2021 London Plan.

We will achieve this by

- A. Providing land for new employment development through the allocation of existing sites for industrial intensification where capacity has been identified and new sites for additional employment development. New sites allocated for industrial development include the following selective releases from the Green Belt:
 - I. Land at Hatton Fields /Site at Faggs Road
 - II. Vacant land at Dick Turpin Way
 - III. Central Park Trading Estate
 - IV. Ron Smith Recycling
 - V. Land south of Western International Market
- B. Directing new offices to the borough's four town centres, sites in key existing office locations and to sites which have been newly allocated in this plan, as stated in part (a) of this policy; and
- C. Directing new industrial/ warehousing and related development to the borough's Strategic Industrial Sites, Locally Significant Industrial sites and other existing industrial sites, and to sites which have been newly allocated/designated in this plan, as stated in part (a) of this policy.
- D. Overall, making provision for the following:
 - I. Allocations providing capacity for 138,600 sqm of net additional industrial floorspace (163,600 sqm gross floorspace) in the West of the Borough area;
 - II. Allocations providing capacity for 86,300 sqm of net additional industrial floorspace (210,900sqm gross floorspace) in the remaining areas of the borough;
 - III. Allocations providing capacity for 61,200 sqm of net additional office floorspace (182,700 sqm gross floorspace) in the borough

We will expect development proposals to

- E. Provide flexible space within residential units, particularly in town centres, that can be used for home working and start-up space wherever feasible;

- F. Provide incubator space appropriate for start-up businesses as part of employment related or town centre mixed use development proposals, subject to demand and viability
- G. When coming forward for employment development on allocated sites, to comply with the minimum development quantum set out in the respective site allocations.
- H. Provide an appropriate quantum/proportion of affordable workspace within new employment developments, to be secured through planning obligations. Specifically, the Council will require the following proposals to provide, subject to scheme viability, at least 10 per cent of the floorspace at a rental discount of at least 45 per cent:
- I. Any proposal for data centres
 - II. Any proposal for self storage facilities
 - III. Any proposal for development on the following sites (which are being released from the Green Belt for industrial development):
 - Land at Hatton Fields/Site at Faggs Road
 - Central Park Trading Estate
 - Ron Smith Recycling
 - Vacant land off Dick Turpin Way
 - Land south of Western International Market
 - IV. Any proposals for mixed-use developments on sites currently in solely employment use (i.e. where the current use class is any mix of use classes B2, B8, E(g)(i), E(g)(ii) and E(g)(iii))
 - V. Any employment proposal with a net increase of 1,000sqm or more of floorspace in uses B2, B8, E(g)(i), E(g)(ii) and E(g)(iii)
- I. Affordable workspace should be provided on-site in perpetuity as a first preference. Off-site provision (within the borough) in perpetuity will be acceptable where it is demonstrated to the satisfaction of the Council that on-site provision is not feasible or off-site provision will achieve greater economic benefits. Off-site provision will be secured through planning obligations with payments in lieu calculated on the basis of the level of provision (10 per cent of the floorspace) multiplied by the value of a 45 per cent reduction in rent for 15 years. Applicants should demonstrate that any affordable workspace provided would be managed by an appropriate workspace or studio provider and/or supported by an appropriate management scheme. Affordable workspace should be purposely designed to meet the needs of businesses operating within, or linked to, the creative industries (such as third sector organisations), or should be similar in standard and format to the commercial offer. Industrial workspaces are the preferred format of affordable workspace to cater for the creatives industries. Affordable workspace should also be prioritised for existing small and independent businesses occupying the site that are at risk of displacement. Developers should collaborate with the council, local businesses, business associations, relevant public sector stakeholders and workspace providers to identify the businesses that will be nominated for occupying affordable workspace. The redevelopment of existing affordable and open workspace must reprovide the maximum viable quality of such economic floorspace, in perpetuity or for a minimum of 30 years, at equivalent rents (taking into account service charges)

- J. When proposing co-location of industrial and residential development, demonstrate that the proposals are in compliance with key design principles as set out in Policy E7 of the 2021 London Plan, including the agent of change principle. Operation of businesses on the site or on neighbouring sites must not be compromised by the introduction of non-employment uses. Proposals should deliver no net loss of employment floorspace. Proposals should provide adequate access, servicing and delivery space, with consideration given to the need for appropriate yard space provision to allow for the viable function of businesses.
- K. All new build industrial/warehousing schemes will be expected to achieve very high carbon reduction and sustainable design standards (see Policies EQ1 and EQ2).

We are taking this approach because

- 4.1 Over the past ten years, both before and since the Covid-19 pandemic, the employment land evidence base for Hounslow has indicated that substantial additional floorspace is needed in the borough to meet the needs of business operating in close proximity to Heathrow airport. This trend has continued despite the impacts of the pandemic, as sectors such as logistics have flourished throughout this period and airport activities have been gradually recovering in recent years.
- 4.2 The borough's studies have also shown significant demand for office and flexible workspace accommodation for growth sectors in the east of the borough, in particular deriving from the growth of the media and creative industries.
- 4.3 In parallel to this changing context, the strategic planning framework has also been a strong driver of the plan's approach to employment land. The London Plan, published in 2021, recognises that parts of the borough have significant capacity for growth, through its designation of both the Great West Corridor and Heathrow as Opportunity Areas.
- 4.4 The London Plan (especially policies E4 and E7) outlines a strategy to support the provision of additional employment land including through intensification and co-location. National planning practice guidance, meanwhile, supports the provision of land for sectors such as logistics and the creative sectors.
- 4.5 Our vision is therefore to provide opportunities for maximising the potential of existing sites, both through intensification and mixed-use development where appropriate. It also involves the development of a limited and selective number of Green Belt sites to meet industrial floorspace needs, where exceptional circumstances have been demonstrated.
- 4.6 In combination with the place policies in the plan relating to the Great West Corridor and West of the Borough, along with the supporting site allocations, this policy therefore outlines plans to provide substantial employment floorspace to deliver the growth which has been shown to be needed, and deliver the vision of the Opportunity Area status.

- 4.7 In the West of the Borough, this provision of additional floorspace is focused on land for the warehousing and logistics sector to support businesses operating close to, and linked with, operations at Heathrow Airport. In the Great West Corridor (in the east of the borough), the strategy is to provide additional floorspace, including from industrial intensification and co-location of industrial land with residential development where appropriate, to support the growth of key sectors such as creatives and media. This strategy is reinforced by the designation of a large part of this area as a Creative Enterprise Zone (CEZ). The aim of this designation is to further strengthen what is already a thriving sector in the borough. This is supported by the Council's employment land evidence base, which is continuing to show a significant requirement for additional floorspace to meet the requirements of sectors such as media, broadcasting and creatives. The particular requirements of these sectors are for a variety of typologies such as light industrial units, flexible workspaces, artists studios, maker spaces, studio space and creative spaces.
- 4.8 Overall, the Council's latest employment land evidence (Employment Land Review Update 2024) identifies a requirement for 255,600 sqm of additional industrial floorspace (255,300 sqm allowing for completions and permissions) in the West of the Borough area during the period 2020-41, and 208,200 sqm of net additional industrial floorspace (194,400 sqm allowing for completions and permissions) in the remainder of the borough.
- 4.9 In terms of office floorspace (comprising offices and workshop floorspace), the Employment Land Review Update 2024 identifies a requirement for 204,621 sqm of additional floorspace over the period 2019-43 (197,240 sqm once completions and permissions are taken into account). Following the Covid-19 pandemic, changes in working patterns have presented major short-term challenges for elements of the office market. The Council acknowledges these challenges and that this means that the economic context which was factored into preparing site allocations may have changed. However, the Council's evidence, as the figures above indicate, continues to indicate a significant demand for employment floorspace of various typologies in the area – including for industrial floorspace and flexible workspaces linked to sectors such as media and the creative industries, reflecting the CEZ status referred to above. It will therefore remain critical for the delivery of the Opportunity Area growth objectives of the London Plan, as well as the place-making objectives for the GWC, for significant additional employment floorspace to be delivered in the area.
- 4.10 Taking account of this context, for sites in the GWC which allocate office floorspace to come forward in the first phase of the plan period, the Council will take a flexible approach towards proposals where justified. Specifically, marketing evidence will be considered on a case-by-case basis for departing from the minimum development quantum for this use, to enable suitable proposals to progress. The Council will, however, expect proposals to continue to propose significant employment floorspace.
- 4.11 For sites allocated for this use beyond the first phase of the plan period, no change to the allocations are proposed. The Council's evidence has indicated that it is not certain that the immediate challenges for the office market will

become a long-term trend, and that the office market may return to levels seen prior to the Covid-19 pandemic, or closer to this, over time. As such, and given the wider challenges and objectives of the plan set out above, flexibility on the minimum development quantum for business use will not be built into these particular allocations in the plan. Notwithstanding this, there will be an opportunity to reassess these sites when the Council's employment land evidence base is next updated, at a point when longer-term economic trends on employment land are better understood. If the medium-long term phased sites come forward sooner than expected, the above approach in relation to shorter-term sites will be taken.

4.12 This policy also sets out some key requirements for proposals which come forward for employment development across the borough, including on the delivery of affordable workspace. Policy E3 of the London Plan 2021 states that planning obligations may be used to secure affordable workspace at rents maintained below the market rate, and that boroughs should consider detailed affordable workspace policies in light of local evidence of need and viability. In order to provide such evidence for Hounslow, the Council has commissioned evidence to support an approach to seeking affordable workspace as part of its Employment Land Review update. This has recommended that affordable workspace provision would be justified and would be viable based on the provision of at least 10 per cent of floorspace to be provided with a 45 per cent discount on the rental levels. The Council will therefore seek this quantum of provision for proposals in the borough which seek a net increase of employment floorspace. One of the key growth sectors in the borough is the creatives and media sector, and as set out in the Spatial Strategy chapter, the Great West Corridor was designated as a Creative Enterprise Zone by the mayor of London in 2018. The purpose of this status is to promote new creative clusters and workspaces, provide employment and training for local people and strengthen the already thriving creative economy in Hounslow. Previous employment studies have already highlighted issues with the ability of the market to deliver premises for businesses in this sector which are sufficiently affordable in terms of their rental levels. Given that the latest study is continuing to point to a significant demand for additional floorspace for these sectors, and given the strategic priority given by both the mayor and the Council to supporting its further growth, the Council considers that seeking planning obligations to provide affordable workspace, with a particular priority given to supporting this sector, is justified. The council's strategy for supporting the delivery of affordable workspace will be to prioritise the provision of industrial workspaces directed towards enterprises and organisations operating in the creative industries. In some cases, where justified on a case-by-case basis and agreed with the Council, in lieu payments could be provided as a replacement for direct provision, and these contributions could be pooled to provide off site clusters of small affordable workspaces in appropriate locations. The Council will produce a Supplementary Planning Document to outline in more detail this approach, and how contributions will be used.

4.13 Schemes expected to contribute affordable workspace will include self storage facilities and data centres. The Council recognises that there is a demand for such facilities and that they should be permitted in appropriate

locations. However, it considers that, given their very low levels of jobs density, the seeking of planning obligations to secure affordable workspace contributions from all of these schemes is justified. This is particularly given the economic profile of the area and the jobs targets in the borough's two Opportunity Areas.

- 4.14 The Council is also releasing a limited and selective area of land from the Green Belt to help address the significant shortfall of industrial land in the borough. In these cases, the Council considers that exceptional circumstances have been demonstrated justifying the release of these areas of land and their allocation for industrial development. Part of the exceptional circumstances case is the positive planning benefits that the allocation of the sites could bring, for social and environmental objectives, and this includes the provision of affordable workspace.

POLICY ED2 - MAINTAINING THE BOROUGH'S EMPLOYMENT LAND SUPPLY

Our approach

In addition to providing land for new employment uses under Policy ED1, we will safeguard the borough's existing major industrial and office sites to secure the continued major representation of international companies, business headquarters and SMEs within the borough, and to ensure that the supply chain opportunities created by Heathrow Airport are retained within the borough.

We will achieve this by

- A. In accordance with the London Plan, protecting designated Strategic Industrial Locations and designated Locally Significant Industrial Sites, as identified on the Policies Map, and designating the following new Locally Significant Industrial Sites:
 - Dairy Crest (1.6ha)
 - Fullers Brewery (2.1ha)
 - Hampton Business Park (2.6ha)
 - Market Trading Estate (6.2ha)
 - Stanwell Road Estate (2.4ha)
 - Twickenham Trading Estate (7.6ha)
- B. The sites released from the Green Belt for industrial development, outlined in Policy ED1, will also be designated as new Locally Significant Industrial Sites;
- C. Managing and protecting Key Existing Office Locations as identified on the Policies Map namely the borough's four town centres (Hounslow, Chiswick, Brentford and Feltham), Chiswick Business Park, Bedfont Lakes and sections of the Great West Road;
- D. Retaining the amount of land available for employment uses on existing sites and supporting proposals for intensification of such sites where such proposals comply with other policies in the local plan; and
- E. In the GWC, the plan allocates part of the SIL for co-location of industrial and residential development (West Cross Campus, site allocation number 5). The part of this site intended for the co-location with residential use will be removed from the SIL boundary. A strip of land south of Great West Road (incorporating site allocations 8, 9 and 10) will be added to the boundary of the SIL, and allocated for industrial intensification, to compensate for this.

We will expect development proposals to

- F. Provide an assessment demonstrating that development proposals do not compromise the objectives of the SIL or LSIS designations, and/or accord, where relevant, with the objectives of the Great West Corridor Creative Enterprise Zone and Strategic Outer London Development Centre:

- I. Within SIL designations, industrial uses (as defined in London Plan 2021 policy E4) will be encouraged. Where sites are redeveloped, proposals will be expected to provide no net loss of industrial floorspace and to protect existing businesses. Applicants will be required to provide a robust justification for any proposed net loss of industrial floorspace. They should demonstrate how they meet the respective targets for additional industrial floorspace set out within place policies and individual site allocations.
- II. Within LSIS designations, industrial uses (as defined in London Plan 2021 policy E4) will be encouraged. Proposals for non industrial-type uses must not compromise the business function of the site and must be in accordance with the Agent of Change principle. Where sites are redeveloped, proposals will be expected to provide no net loss of industrial floorspace and to protect existing businesses. Applicants will be required to provide a robust justification for any proposed net loss of industrial floorspace. They should demonstrate how they meet the respective targets for additional industrial floorspace set out within place policies and individual site allocations.
- G. Proposals for Data Centres and self storage facilities will be expected to demonstrate that the applicant has robustly tested the feasibility for locating the facility in areas of low public transport accessibility outside the Great West Corridor (PTAL zones 2 and below) in preference to other areas, and in particular in preference to the GWC, given the spatial and sector objectives and pressures in this area.
- H. Submit the following information where a loss of e.g. i, ii, iii, B2 or B8 or similar employment uses is proposed outside of SILs and LSISs:
 - I. Evidence of active marketing of the site for employment uses for a period of at least two years in Key Existing Office Locations or for a period of at least one year in other locations;
 - II. An assessment demonstrating that the introduction of non-employment uses is necessary to achieve sufficient viability to deliver a development scheme. Preference will be given to the provision of new employment uses, followed by a mix of employment and non-employment uses. Proposals for non-employment uses will only be considered once the retention of employment uses has been shown to be unviable; and
 - III. Evidence that surrounding employment uses/ sites will not be undermined;
- I. Facilities that support and enhance employment uses such as a workplace crèche or café may be acceptable where they are of a small scale ancillary to the overall employment function of the site.
- J. Give due regard to and support the Council's local economic strategies at the time of the proposal (including the 'Hounslow: Prosperity and Place 2022' strategy).

We are taking this approach because

4.15 The Hounslow Employment Land Reviews carried out over the past ten years

(with the most recent update being in 2024) have identified that substantial additional floorspace is required in the plan period to meet the growth needs of industrial and other employment sectors of the local economy. The Plan puts forward allocations to support the provision of substantial additional floorspace. It also provides an employment policy framework for assessing proposals particularly in the borough's two Opportunity Areas, including on the delivery of affordable workspace. Policy ED2 of the plan continues to provide a robust development management policy to protect employment designations and to guide the assessment of proposals which incorporate a loss of employment floorspace. Some of the borough's major employers remain in existing out-of-centre strategic office clusters, such as Chiswick Business Park, the Great West Road and Bedfont Lakes. It is therefore necessary to protect these locations to safeguard employment. For town centres, employment uses form a key element of their regeneration and their accessibility by public transport can cater for high trip generating uses.

- 4.16 These policies are strongly influenced by the policies and guidance in the London Plan, which identify the hierarchy of industrial land and the uses appropriate within designated industrial sites, and which set out a strategy to support significant industrial intensification on existing sites across the capital.
- 4.17 In policy E4, the London Plan lists uses appropriate for industrial land as being light and general industry (use classes E(g)(iii) and B2), storage and logistics/distribution (use class B8), flexible hybrid space (E(g)(iii)/B2/B8), waste management, utilities infrastructure and other defined uses. Policy E5 says local policies should protect and intensify the function of SILs – the capital's main reservoir of strategic industrial land - for these functions. LSISs – locally-designated industrial areas - are also suitable locations for these functions and other industrial sui generis-type uses.
- 4.18 The Council recognises that data centres have a positive role to play in the national economy and that there is a need to locate them in appropriate locations where they can be connected to the electricity network. However, these facilities are land hungry and have a particularly low jobs density. The Council therefore believes they are less appropriately located in areas where the key spatial objectives include jobs growth, such as the Great West Corridor. The Council considers that similar considerations apply to self storage proposals, which also have a very low jobs density and are not necessarily geared up to deliver the spatial objectives for key growth areas of the borough such as the GWC. This area is a focus for specific jobs targets derived from the Opportunity Area status in the London Plan, and is also designated as a Creative Enterprise Zone. The shortage of land available for creative industries means that it is critical to use our limited employment land effectively in a way which will deliver the strategic and spatially-focused objectives of this area and to ensure good growth objectives are delivered. The delivery of these objectives could be compromised by extensive use of limited sites in the GWC for low jobs-density developments such as self storage or data centre proposals. The Council therefore considers that all of these proposals are more appropriately located in areas of low public transport accessibility (PTAL zones 2 and below) and outside the GWC, and developers will be expected to demonstrate that such locations have been fully tested in

preference to areas of higher public transport accessibility or locations within the GWC.

Supporting facts

Employment land in Hounslow

Strategic Industrial Locations (SILs)

The London Plan 2021 identifies three strategically important industrial locations within the borough. These are North Feltham Trading Estate, the Great West Road (part) and Transport Avenue (part) in Brentford. SILs are London's main reservoir of industrial land, comprising approximately 40% of the capital's total supply.

Locally Significant Industrial Sites (LSISs)

LSISs are employment areas of borough-wide significance providing industrial and warehousing capacity. Sites have been identified and reviewed as continuing to be locally significant. A series of new LSISs are designated through this local plan, which is in response to the recommendations of the employment land studies and to new allocations in the plan.

Airlinks Industrial Estate
 Ascot Road Industrial Estate
 Ashford Industrial Estate
 Bedfont North Industrial Estate
 Bollo Lane Industrial Estate
 Bulls Bridge Industrial Estate
 Cargo Service Centre
 Challenge Road Industrial Estate
 Clock Tower Road Industrial Estate
 Feltham Corporate Centre
 Feltham Marshalling Yards
 Felthambrook Industrial Estate
 Five Ways Business Centre
 Hanworth Trading Estate
 Harlequin Centre
 Haslemere Heathrow Industrial Estate
 Heathrow Causeway Estate
 Heathrow International Trading Estate
 Heston Industrial Estate
 Heston Phoenix Business Centre
 Kew Bridge Distribution Centre
 Maple Industrial Estate
 Parkway Trading Estate
 Phoenix Trading Estate
 Plane Tree Crescent
 Popham Close

Power Road Industrial Estate
Prologis Park
Radius Park
Serco
Spitfire Estate
Sun Life Trading Centre
The Heston Centre
Victory Business Centre
Victory Way
Worton Hall Industrial Estate

New LSIS designations:

Dairy Crest
Fullers Brewery
Hampton Business Centre
Market Trading Estate
Stanwell Road Estate
Twickenham Trading Estate

LSISs on new allocations:

Land at Hatton Fields/Site at Faggs Road
Central Park Trading Estate/Ron Smith Recycling
Vacant land off Dick Turpin Way
Land south of Western International Market

Key Existing Office Locations (KEOLs)

The Council has identified the borough's four town centres together with existing office developments at Bedford Lakes, Chiswick Business Park and on the Great West Road (2 areas) which serve a strategic role in providing office floorspace for businesses.

Other employment sites

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

POLICY ED3 - HOTELS AND VISITOR ACCOMMODATION

Our approach

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

We will achieve this by

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

We will expect development proposals to

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

We are taking this approach because

4.19 A GLA study published in 2017 identified that the borough would have a net demand for 4,926 net additional hotel rooms between 2015 and 2041. This is one of the biggest growth rates projected across the capital, due in large part to the borough's proximity to Heathrow.

4.20 Hotels are identified as a main town centre use and, therefore, in accordance with the sequential approach set out in Policy TC3 they are directed to the borough's town centres which are the most sustainable locations. This approach strengthens the wider role of town centres, providing a range of employment

opportunities, and allows visitors to easily access other town centre facilities such as retail, leisure, arts, cultural and tourism uses. The location of hotels in town centres will also contribute to the council's wider regeneration agenda.

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

POLICY ED4 - ENHANCING LOCAL SKILLS

Our approach

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

We will achieve this by

- A. Seeking planning obligations towards construction training, employment training, including apprenticeships, and job brokerage where related in scale and kind to the development; and
- B. Supporting the location of higher and further education colleges within the borough to provide new training opportunities for local residents.
- C. Encouraging local businesses to adopt the London Living Wage.

We will expect development proposals to

- D. Deliver construction training in conjunction with the council's recognised providers for all major developments; and
- E. Enter into agreements with the council where appropriate to provide local access to new training and employment opportunities.
- F. Secure local employment during the construction and end use phases in all schemes of 10 or more homes or 0.5ha or more. Such schemes will also be required to provide appropriate work-based training/apprenticeships through section 106 obligations where appropriate;
- G. Provide a strategy for skills enhancement and training opportunities for local residents where industrial developments are proposed on former Green Belt sites

We are taking this approach because

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

4.23 One of the Council's objectives is to upskill the borough's workforce, and the local plan can help achieve this through putting policies in place to encourage the employment and upskilling of borough residents as part of new development schemes. The key mechanisms for achieving this will be the provision of training, including apprenticeships, and job brokerage initiatives. Ensuring a skilled workforce will also have the benefit of encouraging businesses to both locate and remain in the borough, as well as enabling more sustainable patterns of travel to work.

Notes

Evidence from the Council's Business Case for Growth, July 2024
Hounslow: Prosperity and Place Strategy 2022

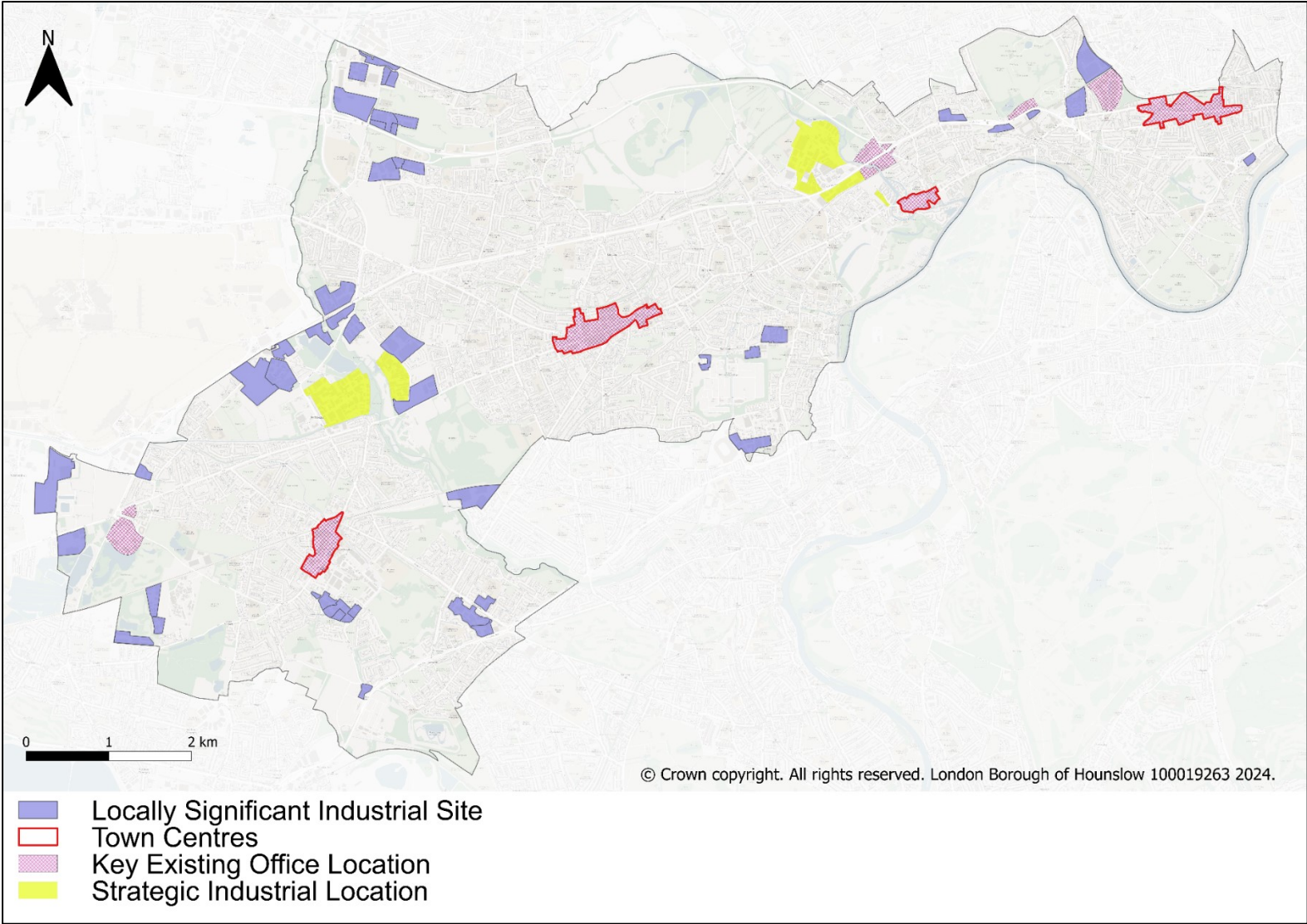


Fig ED1: Economic Development land in the Borough

CHAPTER FIVE

SUSTAINABLE MIXED COMMUNITIES

POLICY SC1 – INCREASING HOUSING SUPPLY

Our approach

We will seek to maximise the supply of housing in the borough to meet housing need in a manner that is consistent with sustainable development principles. Hounslow aims to deliver a minimum of 28,840 homes by 2041. We will meet and exceed our London Plan derived target of 1,782 homes per annum over the period 2020-2029, delivering more than the 16,038 homes required by 2029. For the remainder of the plan period (2029/30-2040/41) our housing target is set following the capacity based approach set out in London Plan¹, and will deliver at least a further 12,000 homes, equivalent to 1,000 homes per annum.

We will seek new opportunities to augment this growth where new infrastructure investment creates opportunities for levels of growth previously found to be unsustainable.

We will achieve this by

- A. Delivering at least 7,500 new homes in the Great West Corridor Opportunity Area and at least 6,500 new homes in the part of the Heathrow Opportunity Area within the West of the Borough, and continuing to explore opportunities to increase the level of housing delivery within both opportunity areas;
- B. Allocating sites of a range of different sizes and locations to ensure there is a resilient and flexible stock of opportunities for housing development that offers a choice of high quality homes;
- C. Supporting development proposals that comply with the site allocation requirements and other relevant policies in this Plan, and resisting proposals that depart from the site allocation requirements;
- D. Supporting suitable proposals for housing on small sites that contribute to meeting and exceeding the borough's London Plan derived small sites target of 2,800 homes by 2029;
- E. Supporting proposals for new development and conversions on other sites, in the context of the presumption in favour of sustainable development;
- F. Encouraging the effective use of land by reusing previously developed land provided that it is not of high environmental value or in a use that is otherwise protected in the Local Plan;
- G. Supporting proposals for self-build and custom build housing development provided they make efficient use of land through optimising

¹ London Plan 2021, Paragraph 4.1.11 (supporting text to Policy H1 – Increasing Housing Supply)

housing densities as far as is appropriate in the context of the site, and are in accordance with all other development plan policies;

- H. Publishing information on the rate of housing completions and the trajectory of deliverable and developable housing supply against the London Plan derived annual monitoring target of 1,782 homes per year up to 2029, and the capacity based target of 1,000 homes per year from 2029/30-2040/41.
- I. Recognising that an important contribution to housing supply will come from small infill sites throughout the borough, and requiring the design of these to respond to and reflect local context and character. In doing so we will monitor and manage the cumulative impact of development;
- J. Maintaining a presumption against the development of self-contained residential units within the curtilage of existing dwellings where the proposal would be in conflict with other policies in this plan;
- K. Working with developers to remove barriers to development, and by seeking to ensure necessary infrastructure is in place in a timely manner;
- L. Working to encourage developers wherever possible to market dwellings delivered to people who live and work in Hounslow and London;
- M. Working with partners to maximise opportunities to deliver a mix of high-quality new dwellings that are affordable to local residents and that deliver mixed and inclusive communities;
- N. Re-considering development proposals in the context of the Local Plan where applications to renew unimplemented planning permissions come forward; and
- O. Resisting proposals that would result in the loss of existing housing, except where proposals provide replacement housing at existing or higher densities with at least the equivalent level of overall floorspace and at least the same number of affordable homes, with no reduction in the number of social rented homes.

We will expect development proposals to

- P. Have regard to the design standards of the development plan and have regard to related supplementary planning documents;
- Q. Make effective and efficient use of land by seeking to optimise housing densities, so long as this is achieved without detriment to the character of the site and/or surrounding context;
- R. Be completed in balance with existing and planned infrastructure, and contribute to the provision of further infrastructure to achieve sustainable development and sustainable mixed and inclusive communities;
- S. Include clear information on the anticipated rate of delivery of the proposed development, and to construct housing in line with the phasing anticipated to help ensure development corresponds with the delivery of infrastructure required to support growth; and
- T. Provide a clear explanation of why development could not proceed in the case of applications to renew unimplemented planning permissions, and set out a programme of proposed works.

We are taking this approach because

- 5.1 The 2021 Census shows that the borough has a fast growing population. This population growth has led to increased levels of housing need and changes to the housing types required. The borough's projected population growth will result in continued demand for new housing in the borough through the lifetime of the Local Plan.
- 5.2 To deliver the homes needed in the borough, the Council will apply Hounslow's London Plan derived target of 1,782 homes per annum from 2020 to 2029, which is 16,038 homes. The approach set out in paragraph 4.1.11 of the London Plan (2021) has been followed to determine the Local Plan housing target for the post 2029 part of the plan period. This is a capacity-led approach which is largely informed by the Council's local evidence of identified capacity in the Site Allocations and Capacity Assessment (2024), as well as having regard to the other requirements set out in paragraph 4.1.11 of the London Plan. This results in an annual target of 1,000 homes per year from 2029/30 to 2040/41 which combined is equal to 12,000 homes over the twelve year period. The Local Plan housing target for the plan period 2020 to 2041 is therefore 28,040 homes.
- 5.3 The London Strategic Housing Land Availability Assessment (SHLAA) was designed to address the NPPF requirement to identify supply to meet future housing need. In addition, the Council has undertaken its own assessment of housing capacity in the borough, the Site Allocations Capacity Assessment (2024), which follows the method for assessing housing and economic land availability set out in the National Planning Practice Guidance.
- 5.4 The Local Plan provides for Hounslow's housing target, and makes provision to augment this growth where new infrastructure investment creates opportunities for levels of growth previously found to be unsustainable. The Plan commits the Council to investigate, collaborate and promote new opportunities to augment housing delivery with additional growth in the Great West Corridor Opportunity Area and the part of the Heathrow Opportunity Area within Hounslow (known as the 'West of the Borough area'), sustainable development opportunities in town centres and any further opportunities for intensification around existing transport nodes. In particular, regeneration proposals supported through this Plan and supplementary planning documents and proposed new sustainable transport links will transform development potential and deliver growth in the Great West Corridor and West of the Borough areas.
- 5.5 This policy seeks to maximise the supply of additional housing in the borough in a manner that is consistent with sustainable development principles, and to ensure it is built at a rate that will meet and exceed the London Plan annual completion targets for the relevant period. The spatial focus of new development will shift throughout the phases of the Local Plan, reflective of the availability of land, though the key foci for new development will be the borough's opportunity areas and town centres.
- 5.6 The borough's housing delivery over the plan period 2020-2041 is projected to be 28,840 homes consisting of:

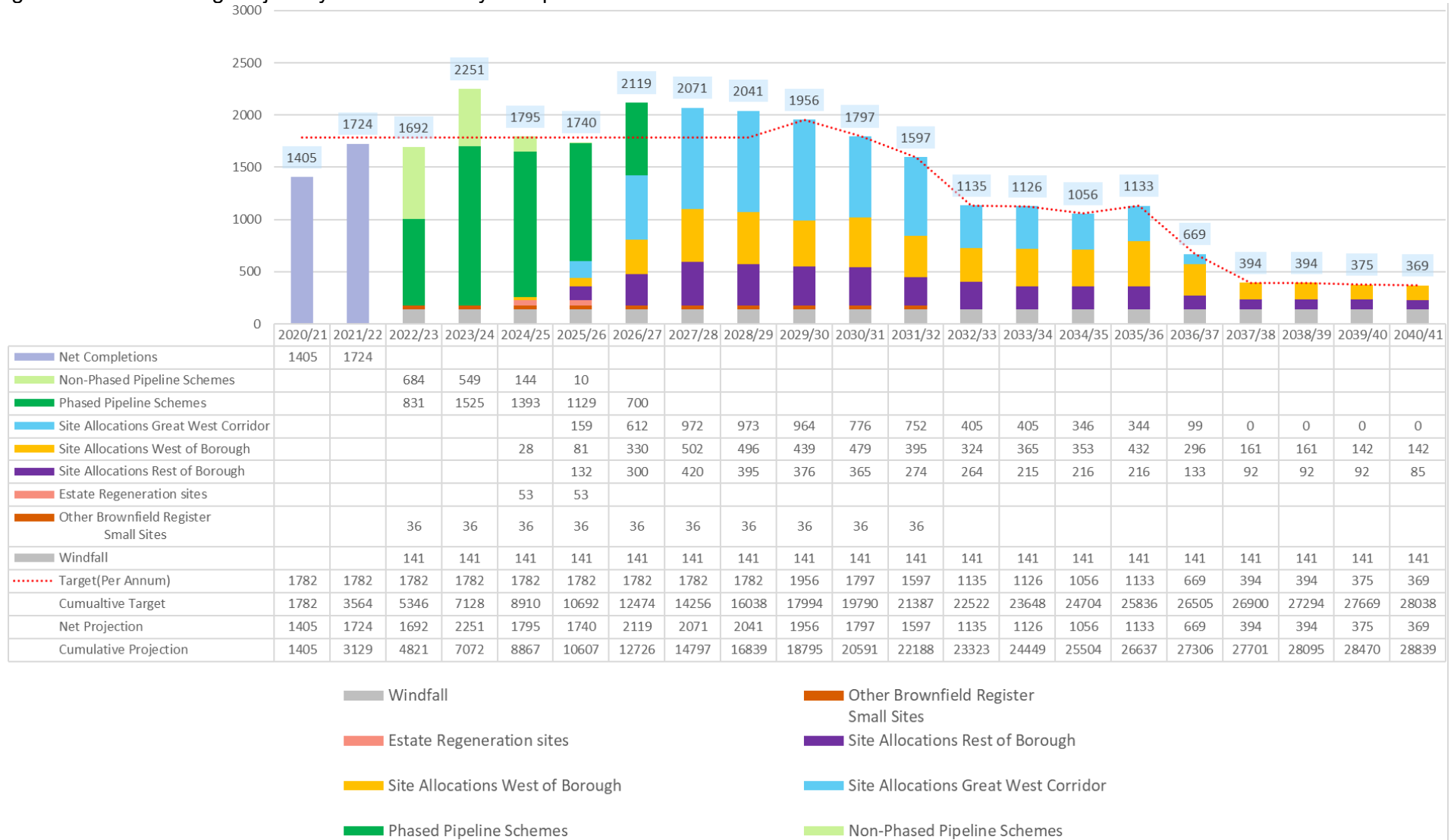
- 3,130 homes already recorded as completed from 2020-2022.
- 6,965 homes already with planning permission.
- 15,600 homes delivered on sites allocated in this Plan.
- 2,680 homes from windfall allowance.
- 105 homes from current estate regeneration project.
- 360 homes from other small sites on the Council's Brownfield Land Register.

5.7 The evidence base used to identify the capacity for new housing supply (Site Allocations and Capacity Assessment 2024) and the Housing Trajectory include a contribution from small sites in order to ensure delivery against the borough's small sites target of 2,800 homes by 2029. Small sites should be developed in a manner consistent with the policies of this Plan and sustainable development principles. Small sites will be delivered through the pipeline of planning approvals, other sites on the Council's Brownfield Land Register, and the annual windfall allowance which accounts for small sites.

5.8 Site allocations have been made for a range of types, sizes and spread of sites both to meet a step-change in annual housing delivery (from the previous 822 per year target) and to ensure resilience to potential blockages affecting delivery. The Local Plan does not specifically allocate sites exclusively for groups of people wishing to build their own homes, however supporting information submitted with such proposals will be positively considered, subject to them meeting the requirements in Part G of this Policy (SC1).

5.9 The increase in housing development will inevitably lead to new pressures on the environment and services, but planning decisions should continue to ensure sustainable development. All new development should conserve and enhance local heritage, respond to and reflect local context and character, contribute toward the carbon reduction and sustainable design requirements set out in policies EQ1 and EQ2, and comply with policy standards and guidelines. Planning decisions will ensure necessary transport, physical and social infrastructure will be deliverable in a timely manner to meet the needs generated by new housing development and to support the continuing needs of existing residents and businesses in the borough, whilst avoiding serious harm to the historical and environmental assets and essential character of the borough. The Council will monitor the impact of development, including the cumulative impact of small developments, and manage future development through the development management and plan making processes.

Figure SC 2.1: Housing Trajectory 2020 – 2041 by Component



Notes

- Allocated sites are specific deliverable and developable sites identified in the site allocations in this Plan.
- 'Small sites' are sites below 0.25ha in size.
- The Local Plan should be in general conformity with the London Plan, including the borough level annual housing growth targets set in the London Plan. The earlier version of the London Plan (2016) set an annual completions target of 820 additional dwellings per year for the borough. The previous Hounslow Local Plan 2015-2030 adopted this target. In order to significantly boost the supply of homes in the Capital and deliver more affordable housing for local people, the London Plan (2021) sets new housing targets that seek as far as possible to meet rising housing need. This Local Plan seeks to meet an anticipated new annual target of 1,782 additional homes for the borough over the period 2020-2029, and 1,000 additional homes for the borough over the period 2029/30-2040/41.
- The London SHMA (2017) and SHLAA (2017) provide evidence for the housing targets in the London Plan; these documents are available on the GLA website.
- The National Planning Policy Framework requires the local planning authority to demonstrate a five-year supply of deliverable housing sites, and developable sites and broad locations for growth for years 6-10 and 11-15.
- The Council will publish monitoring reports to annually monitor the expected rate of housing completions and the delivery of a five-year supply of housing land through a housing trajectory.
- See Implementation Policies IMP1, IMP2 and IMP3 for further policy relating to the implementation of all developments, including on mixed use sites, allocations, the provision of necessary infrastructure and development viability and Context and Character Policies CC1, CC2 and CC4.
- The curtilage of a dwelling is the land immediately surrounding it, including any closely associated buildings and structures, garden land and driveways.

POLICY SC2 - MAXIMISING THE PROVISION OF AFFORDABLE HOUSING

Our approach

We will maximise the provision of affordable mixed tenure housing on development sites and from all other sources of supply. Where 10 or more dwellings are proposed, applicants will be required to provide affordable housing that fully contributes to achieving the Mayor's strategic target of 50%, as set out in London Plan Policy H4. Where applicable, for qualifying schemes, the Fast Track route of the threshold approach will be applied in line with London Plan Policy H5.

We will achieve this through:

- A. Seeking the maximum reasonable amount of affordable housing to be negotiated on a site by site basis on all sites with a capacity to provide ten or more homes (gross) with reference to the strategic target of 50% affordable housing set out in London Plan Policy H4 and the threshold approach to affordable housing set out in London Plan Policy H5;
- B. For proposals following the Fast-Track route of the threshold approach, securing a Section 106 Agreement with an Early Stage Viability Review that is triggered if an agreed level of progress on implementation is not made within two years of the permission being granted (or an alternative period agreed by the Council);
- C. For proposals not following the Fast-Track route of the threshold approach, employing the review mechanisms set out in Part F of London Plan Policy H5;
- D. Recognising that development proposals with a significant amount of existing floorspace will result in a lower CIL liability which could further enhance viability for the delivery of a greater proportion of affordable housing than would otherwise be achievable; and
- E. Delivering and supporting the delivery of affordable housing through other sources of supply, such as local authority new builds, reuse of empty homes and various forms of specialist housing.

We will expect development proposals to

- F. Where not following the Fast-Track route of the threshold approach, provide detailed supporting viability evidence to ascertain the maximum viable level of affordable housing which can be delivered on sites with a capacity for 10 or more homes, with reference to the London Plan strategic affordable housing target of 50%. Where required, viability assessments will need to be independently produced and undertaken in line with London Plan Policy and guidance. Such development proposals will be subject to:
 - I. Early Stage Viability Review if a planning permission has not been substantially implemented within two years of the permission being granted;
 - II. Mid Term Reviews on large phased schemes prior to implementation of phases; and

III. A Late Stage Viability Review which is triggered at the point that 75 per cent of the homes in a scheme are sold or let (or at an alternative point agreed by the Council);

G. Deliver a mix of 70% social/affordable rented and 30% affordable intermediate tenures on all qualifying sites;

H. Appropriately distribute the affordable homes throughout a new development, ensuring that they are designed to a high quality, and are tenure neutral;

I. 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 inclusive communities; and

J. Provide an appropriate mix of both housing size and tenure in accordance with housing need as set out in Policy SC3.

We are taking this approach because

5.10 The need for affordable housing in the borough significantly outstrips the capacity and supply. The Hounslow Local Housing Needs Assessment 2024 identifies that around 67% of all households in the borough seeking to move cannot afford market housing, either to rent or buy.

5.11 This policy seeks to maximise the provision of affordable housing on all sites. However the Council is aware that the on-site provision of affordable housing will be limited by overall development viability and other policy objectives. The Council's Whole Plan Viability Assessment evidence has tested the affordable housing requirements in the policy and demonstrates that in most cases schemes can accommodate an affordable housing requirement that is policy compliant.

5.12 A London Plan strategic affordable housing target for new homes from all sources (including new build, council house building programme, bringing empty homes back in to use, purchase of street properties and government initiatives such as Low Cost Home Ownership) has been set by the Council over the lifetime of the plan.

5.13 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. For qualifying sites, the Fast Track Route to meeting affordable housing needs can be applied. Proposals following the Fast Track Route are required to agree the housing size and tenure mix prior to submission of a planning application. In cases where the mix is not agreed prior to submission, a Viability Assessment may be required.

5.14 Purpose-built rented accommodation types (including, but not limited to Build

to Rent, Specialist Older Persons Housing, Student accommodation and Purpose-Built Large Scale Shared Living Accommodation) are likely to generate rental income over extended periods of time. In cases where the Late Stage Viability Review is triggered for these types of proposals, payments owed to the Council could necessitate the requirement for additional borrowing, which would need to be recouped from the applicant's future rental income. To account for this, in exceptional cases, where proposals for purpose-built rented accommodation can robustly demonstrate that it is not possible to make payment to the Council in advance of long term cashflows being received, an alternative approach to payments may be considered, which is explained in Section 6 of the Hounslow Whole Plan Viability Assessment 2024.

- 5.15 Where applications do not meet eligibility for the Fast Track Route of the threshold approach, the Council will strongly encourage applicants to maximise the amount of affordable homes that can be delivered through the planning system, in accordance with London Plan Policy H5 which requires boroughs to negotiate the maximum reasonable amount of affordable housing on individual schemes. We will also encourage applicants to make use of affordable housing grant to increase the overall quantum of affordable housing that can be delivered.
- 5.16 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.
- 5.17 In terms of the tenure of affordable housing provision, the Local Plan requires a strategic split of 70% social/affordable rented and 30% intermediate housing in recognition of the role intermediate housing can play in freeing up social rent housing and helping Londoners get a first step onto or move up the housing ladder. Of the 70% social rent/affordable rent, priority will need to be given to the delivery of social rent, reflective of locally identified housing needs. The borough Local Housing Need Assessment 2024 indicates that within the affordable housing for rent need category, there is an acute need for social rent homes in particular. Approximately 80% of families and individuals in need of affordable housing for rent in Hounslow are in need of social rent housing, and cannot afford London living rent or affordable rent accommodation.
- 5.18 The 70%/30% strategic split will be applied in the borough as a starting point for negotiation. It is acknowledged that deliverability will vary on a scheme-by-scheme basis depending on available funding sources and circumstances that will be demonstrated in the Financial Viability Assessment.
- 5.19 The Council's starting point is that affordable housing needs 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.

5.20 A proportion of all development should be designed to be readily adaptable to wheelchair users, in accordance with Policy SC3.

Notes

- The London Plan requires boroughs to negotiate the maximum reasonable amount of affordable housing on individual schemes to contribute to meeting housing need, and to achieve mixed and inclusive communities with housing choice. Policy H4 of the London Plan requires affordable housing provision on all sites with capacity to provide 10 or more homes.
- Affordable Housing is defined in the Glossary in Appendix 3 of this Plan
- The London Plan Policies H4, H5 and H6 address the setting of affordable housing targets and the negotiation of provision on a site by site basis.
- The Council applies the Threshold Approach to affordable housing delivery as set out in London Plan Policy H5, including the Fast Track Route for qualifying applications.
- The Council will publish monitoring reports to annually monitor the delivery of market and affordable housing.
- The Whole Plan Viability Assessment (2024) demonstrates that Policy SC2 together with the other policies in the Local Plan is financially viable.
- The Hounslow Housing Strategy and Hounslow LHNA (2024) address evidence of housing need in the borough and the Council's strategy.
- The London Plan and Affordable Housing and Viability Supplementary Planning Guidance 2017 (or any subsequently updated SPG on this topic) set out the policies, mechanisms and guidance necessary to step up the delivery of housing across London.

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

Our approach

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

We will achieve this by

- A. Seeking a mix of new housing to meet evidenced local need, based on the latest and/or most specific available evidence, and applying the general housing need mix requirements set out in the latest Housing Needs Assessment;
- B. Negotiating the housing mix requirements using the mix set out in the latest Local Housing Needs Assessment as the starting point for the consideration of all housing proposals, whether achieved through change of use, conversion or new development;
- C. Using this mix as the basis of monitoring new development across the borough and in local areas, and possibly adjusting site mix requirements in the light of the results of this evidenced monitoring;
- D. Promoting and supporting appropriate specialist housing to meet specific affordable housing needs, including sites for groups of people wishing to build their own home; and
- E. Recognising that new housing development completed each year is a relatively small part of the total housing stock in the borough, which will be adapted to meet housing needs with and without the need for express planning permission. Trends in the subdivision and change to the existing housing stock will be monitored, and aspects of these changes will be managed where necessary to help best meet housing need.

We will expect development proposals to

- F. Provide a mix of new housing set out in the latest borough Local Housing Needs Assessment, unless otherwise agreed with the Council on the basis of evidence;
- G. Include a schedule of housing accommodation size and tenure;
- H. Provide a unit of family accommodation at ground floor or with direct access to the external amenity space where sub-division of large family houses (>130sqm 'original' floor area) is proposed; and
- I. 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 M4(3)2(b) where nomination for wheelchair housing is given to the Council, having regard to the Habinteg Wheelchair Housing Design Guide or any relevant superseding guidance.

We are taking this approach because

5.21 An important part of understanding the need and demand for housing for the borough's population is to ensure that new housing is of an appropriate size and type, and that the existing stock is managed appropriately too. To this end the Council undertakes and regularly updates a Local Housing Needs Assessment and monitors new building and changes to the existing housing stock, with this work being reported through Annual Monitoring Reports.

5.22 The borough Local Housing Needs Assessment 2024 informs the borough's required housing mix. The housing mix may be reviewed to take account of any future Strategic Housing Market Assessment or similar studies produced by the GLA for the London housing market area together with any subsequent updates to the Borough's Local Housing Needs Assessment and the latest available projections and analysis. The requirements the Council seeks will be based on the best available objective assessment of demand need, including careful consideration of the specific needs of different groups of occupiers, such as older people, families with children and single people. The Council will also take account of evidence of specialist housing need submitted with any proposal, as well as any special characteristics of the site and the results of borough-wide and local area monitoring of recently completed development. Family sized accommodation proposed in the borough is required to reflect the London Plan definition which is homes that generally provide three bedrooms or more.

Table SC 3.1: General housing need mix requirements*

Tenure	One bedroom	Two bedroom	Three bedroom	Four bedroom +
Market	12%	27%	61%	0%
Affordable Intermediate	36%	33%	22%	9%
Social or Affordable Rent	22%	20%	33%	24%

(until superseded by new evidence published by the Council)

*May not add to 100% due to rounding.

Supporting facts

- The total number of dwellings in the borough is currently estimated to be 108,133 (2021 Census).
- Of these, 19% have one bedroom, 32% have two bedrooms, 32% have three bedrooms and 18% have four or more bedrooms
- 21% of the borough's dwellings are owned outright, 27% are owned with a mortgage, 21% are rented social housing and 31% are described as private rented or rent free.
- Further information on housing need is available from the Strategic Housing Market Assessment produced by the GLA and the borough Local Housing Needs Assessment. These are regularly reviewed.

Notes

- For the purpose of the Local Plan, family sized accommodation is defined as homes that generally provide three bedrooms or more, in accordance with the London Plan.
- The National Planning Policy Framework 2023 (paragraph 63) requires that the size, type and tenure of housing needed for different groups in the local authority's community should be assessed and reflected in planning policies including (but are not limited to) those who require affordable housing; families with children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes.
- The GLA Strategic Housing Market Assessment (2017) and the borough Local Housing Needs Assessment (2024), and subsequent reviews, provide evidence on the form of housing need.
- The accessibility, adaptability and wheelchair accessible standards required of new housing development will need to comply with the Housing Optional Technical Standards and any superseding standards, where specified by the London Plan. This refers to Building Regulation requirements M4(2) and M4(3), as set out in this Policy (SC3).
- Policy SC6 seeks to manage the sub-division of large family houses to include at least one family unit, or in appropriate locations, to provide a large HMO (Policy SC10 refers).
- Policy SC8 addresses specialist housing needs including those of older people.

POLICY SC4 - SCALE AND DENSITY OF NEW HOUSING DEVELOPMENT

Our approach

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

We will achieve this by

- A. Optimising housing output, taking into account:
 - I. the policies for context and character in this Plan;
 - II. the Heathrow Opportunity Area and Great West Corridor Opportunity Area identified in the London Plan, which are both identified as localities for future growth including new housing development;
 - III. the appropriateness of locations for tall buildings and the design standards set out in this Local Plan; and
 - IV. public transport accessibility on a case-by-case basis;
- B. Applying the design standards contained within this Local Plan to ensure the delivery of high quality developments which will not compromise the amenity of existing and future residents; and
- C. Having regard to the design-led approach to density contained within the London Plan Policy D3 to help guide the design and scale of new housing developments.

We will expect development proposals to

- D. Meet the design standards set out in Building Regulations, the London Plan and the Local Plan and expanded upon within detailed supplementary guidance documents, including but not limited to, demonstrating compliance with prevailing daylighting standards (BRE 209 2022 Edition, or any superseding guidance) and habitable room window separation guidance.
- E. Respond to relevant design codes and guidance, including those in the Character Sustainability and Design Codes SPD, Quality Housing in Hounslow Vision Document or superseding documents; and
- F. Respond to Conservation Area Appraisals, planning briefs, Neighbourhood Plans and other guidance prepared.

We are taking this approach because

- 5.23 Having regard to London Plan Policy D3, the Council will expect all proposals to adopt a design-led approach to development that is responsive to the context and character of a site and its setting, and the assessment of the real multi-modal transport accessibility (including the impact of committed improvements) to

proposal sites. Regard should also be had to further design guidance as set out in the Character Sustainability and Design Codes SPD or superseding documents.

- 5.24 The housing growth enabled through the Plan reflects the aims of achieving excellent quality and design of housing, application of the design-led approach to density and sustainable development principles. Development proposals should not compromise the amenity of existing and future residents or the important character and features of the area, including the amenity and character of back garden spaces. Proposals will be considered in the context of planning policies, supplementary guidance including the Sustainability and Design Codes SPD or any superseding document, and evidence including the Tall Buildings Study.
- 5.25 Proposals that come forward within areas that are covered by a town centre masterplan should also have regard to the aims and aspirations of the relevant masterplan document.
- 5.26 Proposals for residential development or mixed use schemes that include residential development should have regard to the aims and aspirations of the Quality Housing in Hounslow Vision Document, or any superseding guidance.

Notes

- The Council has adopted a borough-wide Character Sustainability and Design Codes SPD, which describes significant defining characteristics of development types and local geographic areas, offering design recommendations. The SPD is available on the Council's website and is supported by Policy CC1 of this Plan.
- The Character Sustainability and Design Codes SPD also includes guidance on design of residential extensions.
- The London Plan Policies D4, D5, D6 and Housing Design Standards LPG address the quality and design of housing development, including space standards.

POLICY SC5 - ENSURING SUITABLE INTERNAL AND EXTERNAL SPACE

Our approach

We will ensure new housing development contributes to achieving excellent quality and design of housing in the borough. Developments will be required to be of the highest quality internally and externally, and meet the demands of everyday life for the intended occupants, whilst offering flexibility to meet changing needs and embedding the principles of inclusive design, as defined in the London Plan.

We will achieve this by

- A. Meeting or exceeding the minimum internal space standards for all new housing developments and residential conversions (where units are self-contained), as set out in the Nationally Described Space Standard and Policy D6 of the London Plan; and
- B. Seeking provision of private external space that is usable, affords privacy and security, meets or exceeds the size requirements for private outside space set out in London Plan Policy D6 and seeks to meet the benchmark external space standards set out in Figure SC 5.1 of this Policy (SC5), unless it can be robustly demonstrated that this would not be possible due to site specific constraints.

We will expect development proposals to

- C. Demonstrate that development complies with or ideally exceeds the minimum internal space standards specified in the Nationally Described Space Standard and London Plan;
- D. Demonstrate through a clear design rationale how the benchmark external space standards contained in Figure SC 5.1 have been considered and in cases where it is concluded that the benchmark standards cannot feasibly be met, provide robust evidence to demonstrate this. The evidence will need to state to what extent that the standards can be met, provided as an area in square metres, and also demonstrate the amenity space will be of high quality. The exact area and character of external amenity space will vary according to the size and use of the dwelling unit;
- E. Have regard to the guidance on gardens and balconies in the Character Sustainability and Design Codes SPD, or subsequent guidance;
- F. Show how the aspect, usability, sense of enclosure and prevailing pattern established by local character have been considered in external open space proposals to create sufficiently high quality, healthy and sustainable living conditions that contribute towards green and blue infrastructure improvements and biodiversity and accessibility enhancements. The arrangement of external amenity space across a site should also be carefully considered to ensure an appropriate balance of public, communal and private space. In family sized units, there should be direct and easy access to a good sized private garden;

- G. Contribute to the achievement of other objectives in the Local Plan where development proposals compromise the delivery of elements of this policy.
- H. Design open space and public realm proposals in accordance with the guidance in Council Supplementary Planning Documents and guidance.

We are taking this approach because

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

5.28 Hounslow borough often has a significant demand for housing at high densities, 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. Developers are encouraged to exceed the minimum space standards where this is appropriate, though excessive space is discouraged due to the need to make efficient use of land.

5.29 The standards and guidance for internal space are set out in the London Plan and associated Supplementary Planning Guidance, are based on research and evidence supporting the London Plan and prepared in line with the former Lifetime Homes Standards, Housing Quality Indicators and other evidence. Generous outdoor space is an essential characteristic of the borough and is one of the reasons people wish to live here. This character should be maintained as a defining aspect of Hounslow.

Figure SC 5.1: Benchmark External space standards

Houses	
For houses, proposals should seek to provide as far as possible usable amenity space that meets at least the following standards:	
3 habitable rooms	50sqm
4 habitable rooms	60sqm
5 habitable rooms and over	75sqm
In addition, the size the layout of the private amenity space must always provide a suitable shape, aspect and siting. Extensions or on-site car parking	

should not result in undue loss of garden space.

Flats and other forms of residential development including conversions

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

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

Proposals should seek to provide, as far as possible, communal external space that meets at least the following standards:

For each flat

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

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

Balconies should be designed as an integral part of the building's elevation to maximise a beneficial aspect, and avoid positions that result in unacceptable overlooking and loss of privacy to other units or existing nearby dwellings. The positioning of balconies should also have regard to the direction of prevailing wind, to ensure balconies are usable.

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

Notes

- The internal housing space standards required of new housing development should comply with the 'Technical Housing Standards Nationally Described Space Standard' and any superseding standards, where specified by the London Plan. Policy CC2 of this Plan addresses design quality.
- London Plan Design and Housing Policies and the London Housing SPG provide further detailed requirements and standards.
- London Plan Policy D6 sets out housing quality and design standards for both internal and external spaces

- The Benchmark External space standards in Figure SC 5.1 draw on research and standards provided through: Lifetime Homes Guidance, Building for Life, HCA Housing Quality Indicator Standards, RIBA Case for Space and other good practice. Also, the Hounslow Local Plan 2015-2030 amenity space standards.
- The Character Sustainability and Design Codes SPD sets out guidance on the siting, Layout, access and usability of gardens and balconies.
- The Character Sustainability and Design Codes SPD also provides further guidance on residential extensions and design.

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

Our approach

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

We will achieve this by

- A. Requiring at least one family-sized unit (generally three bedrooms or more) be provided at ground floor in any residential conversion with access to a dedicated private outdoor garden space;
- B. Recognising that properties in locations suitable for more intensive household occupancy may be appropriate for conversion to HMO (Policy SC10) or conversion to several flats, whereas properties in other locations will be preferred to remain as family houses or potentially for conversion to flats of a more modest intensity of occupancy;
- C. Ensuring all residential conversions maintain the amenity of neighbours and the general character of the surrounding area; and
- D. Considering the cumulative impact of the proposed conversion with others in the vicinity of the application site.

We will expect development proposals to

- E. Have a minimum 130sqm net original internal floor area to be considered suitable for conversion or subdivision;
- F. Provide at least one family-sized unit at ground floor;
- G. Have regard to the internal and external space standards referred to in Policy SC5 of this Plan;
- H. Provide a good standard of living conditions and amenity for future occupiers and also have regard to Policy CC2 of this Plan, which sets out requirements for privacy, daylight and outlook;
- I. Be of a high quality design;
- J. include suitable provision for the storage of waste and recycling, having regard to the guidance in the Character, Sustainability and Design Codes SPD; and
- K. Ensure that there is no undue loss of amenity for neighbouring occupiers and the surrounding area.

We are taking this approach because

5.30 The borough contains over 108,000 dwellings as well as other non-residential buildings that may be suitable for conversion and/ or sub-division to create several independent flats. In terms of the application of Policy SC6, subdivision includes the conversion of existing outbuildings for use as separate dwellings. The policy supports the conversion of larger existing houses to flats where the 'original' floor area of the house is in excess of 130sqm (this reflects the

minimum standards of internal space required for new development). However the conversion of residential properties that have been previously extended (or to which out-buildings have been added) to create a total accommodation of at least 130sqm will not be supported. In the latter situation, the impact of multiple-occupation on the residential amenity and character of the surrounding established residential area is likely to give rise to serious harmful impact.

Notes

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

POLICY SC7 - RESIDENTIAL EXTENSIONS AND ALTERATIONS

Our approach

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

We will achieve this by

- A. Requiring that all alterations and additions do not harm the existing character and appearance of the building and its context by ensuring development has regard to relevant design guidance and standards set out in Supplementary Planning Documents; and
- B. Ensuring development responds to and reflects the design recommendations in Conservation Area Appraisals or any superseding documents.

We will expect development proposals to

- C. Complement the original building, harmonise with adjoining properties and maintain the character of the general street scene and the character and amenity of private spaces (including rear gardens);
- D. Demonstrate that they would minimise harm to neighbouring residents such as avoiding an unacceptable loss of daylight/sunlight (with reference to the BRE 209 2022 Edition guidance, or any superseding guidance), outlook or by creating an unacceptable sense of enclosure, and also to future occupants through high quality design;
- E. In the case of an extension or outbuilding development, have regard to the quality, character, materials and scale of the principal building, be subordinate to the existing building, and not over develop the site in terms of mass and density;
- F. Respect the surrounding established context including the quality and size of gardens;
- G. Have regard to further design guidance as set out in Supplementary Planning Documents, and design recommendations in Conservation Area Appraisals or any superseding documents; and
- H. Have regard to the design standards set out in the Local Plan and Supplementary Planning Documents where the development of outbuildings, extensions and alterations are carried out under householder permitted development rights.

We are taking this approach because

- 5.31 The Council promotes and supports a high standard of urban design and architecture for all development and expects all development to respect heritage and the natural environment; this applies equally to small scale householder

development of extensions, minor alterations and outbuildings. However, the cumulative impact of minor developments can have a significant impact, and therefore policies for design and environmental quality will apply in all cases. This policy highlights specific advice in respect of smaller scale residential development.

5.32 The scope for the scale and appearance of an extension should reflect the building, setting and local context and character rather than achievement of a uniform borough-wide 'standard'. Supplementary Planning Documents including the Character Sustainability and Design Codes SPD as well as other guidance prepared by the Council provides an essential basis that designs should reflect.

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

Notes

- Hounslow's Supplementary Planning Guidance documents include the Character, Sustainability and Design Codes SPD which provides design guidance for residential extensions and alterations.
- London Plan housing supplementary planning guidance provides further guidance addressing the quality and design of housing development.

POLICY SC8 - SPECIALIST AND SUPPORTED HOUSING FOR OLDER PEOPLE AND VULNERABLE PEOPLE

Our approach

We will support the provision of appropriate, well designed housing to meet the specialist and supported needs of older people and vulnerable local people including young and working age residents who have complex health and social care needs. The housing needs of older people will primarily be met through conventional residential accommodation in the C3 Use Class that is designed to be accessible and adaptable to enable its adaptation for the different needs of residents over their lifetime. This includes new housing and through encouraging the retrofitting of existing homes where appropriate. We will also support the strategic aim of minimising the use of residential and nursing homes when older people and vulnerable people could otherwise be supported to live independently or in specialist housing in their local community.

We will achieve this by

- A. Supporting the provision of suitable and well-designed purpose built specialist older persons housing to contribute to meeting the borough's identified need for 73 additional specialist older persons homes per annum over the plan period 2020 to 2041, of which 52 are for housing with support and 21 are for housing with care, as set out in the Hounslow Local Housing Needs Assessment (2024),
- B. Addressing the need for 17 care and nursing home bedspaces per annum in the borough as identified in the Hounslow Local Housing Needs Assessment (2024) through carefully considering proposals for nursing and care homes including whether alternative forms of provision to meet that need could be more suitable, and in cases where it is robustly demonstrated that nursing or care home accommodation is required, only supporting such proposals where they are appropriately located in an area with good public transport accessibility and of a high quality design;
- C. Supporting other appropriate well designed specialist accommodation that will meet identified local needs including for young and working age residents who have complex health and social care needs (for example, supported housing for people with learning disabilities, mental health problems, homeless people with support needs, and young people with support needs);
- D. Requiring proposals for specialist older persons housing and where appropriate, other specialist and supported housing types to deliver affordable housing in accordance with Policy SC2 of this Plan; and
- E. Requiring proposals for specialist and supported housing to meet the accessible and adaptable dwellings requirements set out in Policy SC3 of this Plan and for care and nursing home bedspaces to have 100% of habitable rooms being wheelchair accessible.

We will expect development proposals to

- F. Be developed in partnership with the Council and/or health partners;
- G. Have nomination arrangements for specialist housing with support or with care agreed with the Council to maximise the utilisation for local residents, and to ensure against the importation of need from outside the borough;
- H. Robustly demonstrate how the provision will meet the needs of the borough's residents;
- I. Be of a size appropriate to the service user group and level of need; and
- J. Support the integration of vulnerable residents with specialist housing need into communities.

We are taking this approach because

- 5.34 In the past, vulnerable residents in Hounslow have been relocated into institutional care often outside of the borough due to lack of suitable provision locally. These have often been in placements made into private hospitals, nursing homes and residential care homes.
- 5.35 Current policy and evidence show that people residing in institutional settings have poorer life outcomes, and the health and social care costs are disproportionate to actual need. Typically institutional care is more expensive and less enabling than supported housing models. As such, the majority of older person accommodation needs will be met through suitable conventional housing that is adaptable to user needs over time with care and support packages as required, or where appropriate, housing with support or housing with care. Placements into care and nursing homes will only be considered where conventional housing and housing with support or care would be unsuitable to meet residents' care needs.
- 5.36 The London Plan discusses the range of accommodation options that are available to older people with support or care needs and clearly distinguishes between specialist older persons housing and care and nursing home bedspaces. Applications must clearly state the use for which planning permission is sought, including whether the application is for specialist older persons accommodation, or care and nursing home bedspaces. The nature of development proposals will be established based on the definitions and attributes of specialist older persons accommodation and care or nursing home accommodation set out in the London Plan. Where a development proposal does not meet the attributes of specialist older persons accommodation or care or nursing home accommodation set out in the London Plan, then the general housing policies in the London Plan and Local Plan will apply.
- 5.37 In order to meet the challenges of increasing need and local government and NHS funding constraints, the Council will work in an integrated way with health partners and in collaboration with developers to increase the quantity of high quality specialist older persons housing with care/support and encourage the retrofitting of existing residential buildings to better suit the day-to-day needs of

older people, including by making them wheelchair adaptable or accessible, and supporting the continuum of care for an individual. Consistent with the Plan's support for development that facilitates assisted living in the local community, the Plan supports the design of buildings and healthy places to support health and wellbeing and contribute to the delivery of Inclusive Neighbourhoods.

Supporting facts

- Policy H13 of the London Plan defines specialist older persons housing in paragraphs 4.13.5 and 4.13.6 and also explains the attributes of this housing type.
- The borough Local Housing Needs Assessment (2024) considers specialist older persons housing need under two sub categories, as referred to in this policy (SC8). These are defined as:
 - Housing with Support - Retirement Living or Sheltered Housing, and
 - Housing with Care - Extra Care or Enhanced Sheltered housing, also known as Assisted Living.
- Residential and nursing care homes provide the highest level of care of all specialist housing types considered in this policy. They are regulated as institutions by the Care Quality Commission. The provision of bed spaces in residential care and nursing homes fall within Use Class C2.
- The Council monitors planning consents for specialist and supported housing provision including specialist older persons housing and care homes.
- While the borough has a relatively young population profile compared to that typical in London and the UK, the number of older people is increasing rapidly, with implications for specialist and supported housing provision, increased support and care.
- The 2021 Census identified Hounslow has a population of around 34,000 persons aged 65 or over. This included around 14,500 persons aged 75 or over.
- The 2021 Census found there were a total of around 21,100 household representatives aged 65 or over, of which over 46% lived as single person households.
- Over the period 2020 - 2041 the resident population aged 75+ in the borough is projected to increase by 11,268.

Notes

- The case for reducing out of borough placements and the reduction in use of institutional care and the increase in provision of supported housing in the borough is supported in the following:
 - I. [The Health and Care Act 2022.](#)
 - II. [The Hounslow Council Adult Social Care System Reform Programme Strategic Business Case Cabinet Report, April 2023.](#)
 - III. [The Hounslow Council Adult Social Care System Reform Programme Strategic Business Case Addendum Cabinet Report, June 2024.](#)

IV. [The Hounslow Market Position Statement, 2024.](#)

The concept of Lifetime Neighbourhoods is addressed in the GLA's Housing SPG.

POLICY SC9 – ACCOMMODATION FOR GYPSIES AND TRAVELLERS AND TRAVELLING SHOWPEOPLE

Our approach

We will seek to meet the needs of Gypsies, Travellers, and Travelling Showpeople by providing appropriate accommodation where it meets an identified need through allocating new sites, and by supporting proposals where they fully satisfy the criteria in this policy.

We will achieve this by

- A. Allocating sites to meet a significant proportion of our identified specialist housing needs for the Gypsy and Traveller and Travelling Showpeople communities over the plan period;
- B. Safeguarding and, where appropriate, expanding existing sites in the West of the Borough and supporting their enhancement;
- C. Identifying two new sites to provide additional pitches to meet the future needs of Gypsies and Travellers and additional plots to meet the future needs of Travelling Showpeople;
- D. Considering proposals for additional pitches or plots on alternative sites in the medium-long term, where there is an identified unmet need and the use of the site would have no serious adverse impact on the amenity of occupiers of adjoining land, and no serious adverse impact on the visual amenity of the locality; and
- E. Ensuring that additional pitches and plots can be supported by adequate social infrastructure in the locality.

We will expect development proposals to

- F. Meet the requirements of the national Planning Policy for Travellers Sites (PPTS) by considering the following criteria which will expect sites to:
 - 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. have good access to essential services including health and education facilities and access to local shops;
 - V. be located outside of areas at high risk of flooding, including functional floodplains;
 - VI. be well related to existing settlements, and have regard to residential amenity; and
 - VII. with regards to sites for Travelling Showpeople, include appropriate provision for the safe storage and maintenance of equipment.

We are taking this approach because

- 5.38 Gypsy and Traveller accommodation is a specialist form of housing suitable for meeting the needs of qualifying people, for which adequate provision should be made to meet evidenced need in accordance with national planning policies and the London Plan.
- 5.39 The Council commissioned a Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (GTTSANA) (2019) to establish objectively assessed housing needs for these groups. This provides a robust assessment of current and future housing need for Gypsies and Travellers and Travelling Showpeople in the borough.
- 5.40 The GTTSANA 2019 identifies a need of 33 Gypsy and Traveller pitches, and 26 Travelling Showpeople plots in Hounslow over the plan period 2020 to 2041. This includes 11 existing plots at the Baber Bridge Yard in Feltham that will be protected as a Travelling Showpeople site, which therefore reduces Travelling Showpeople housing needs to 15 plots in the borough.
- 5.41 The Site Allocations and Capacity Assessment - Gypsy, Traveller and Travelling Showpeople Addendum (2024) identified two sites that will make a significant contribution toward meeting the specialist housing needs of the Gypsy and Traveller and Travelling Showpeople communities. The sites are allocated in this Plan and will deliver:
- Land North of Church Road, Cranford: 20 new Gypsy and Traveller pitches.
 - Land South of Bedfont Road, Feltham: 12 new Travelling Showpeople plots.
- The Council has identified these sites as suitable for an exceptional, limited alteration to the Green Belt boundary to meet a specific, identified need for the borough's Gypsy and Traveller and Travelling Showpeople communities, in accordance with the national PPTS.
- 5.42 We will continue to work positively and proactively to seek solutions to identify additional pitches for Gypsies and Travellers and additional plots for Travelling Showpeople to meet the remainder of the identified needs for both communities over the plan period.
- 5.43 Any additional windfall sites that come forward will be assessed using the criteria-based approach in this policy to ensure they are appropriate, as well as deliverable.

Notes

- National planning policy requires that provision is made for Gypsies and Travellers and Travelling Showpeople as part of meeting housing need. The Hounslow GTTSANA (2019) projects future accommodation need for these communities.
- The existing council-owned Gypsy and Traveller site at The Hartlands has been in use since approximately 1970 and currently comprises 30 pitches.

- There are several sites in the Feltham area that provide the 'winter quarters' base for a significant population of Travelling Showpeople, representing a large number of the entire London population of Showpeople.

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

Our approach

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

We will achieve this by

- A. Supporting proposals for change of use to create new Housing in Multiple Occupation where they are situated in appropriate locations (outlined in 'F' below) for intensive occupancy, help meet housing need, and are well-designed and provide high quality accommodation that complies with the required standards for HMOs;
- B. Supporting proposals for temporary accommodation in appropriate locations (outlined in (f) below) including new hostels and bed and breakfast accommodation where these help meet housing need and comply with required standards for registration;
- C. Where robustly demonstrated that it is required, supporting the delivery of suitable emergency accommodation in appropriate locations (outlined in 'H' below) that meets the accommodation needs of Hounslow residents, is of highest design quality and provides a good standard of living for its residents including families and young people, and retrofitting existing emergency accommodation to ensure it is of a good standard;
- D. Resisting proposals that involve the loss of good quality HMOs, unless the replacement use meets an acute need identified by the borough Local Housing Needs Assessment, such as the social rented category of affordable housing and re-provides at least the equivalent amount of residential floorspace; and
- E. Not requiring the provision of a family-sized ground floor unit in proposals for conversions into HMOs, hostels and bed and breakfast accommodation.

We will expect development proposals to

- F. For Housing in Multiple Occupation, hostels and bed and breakfast accommodation, be located within convenient walking distance of town centre facilities and good public transport links;
- G. For Housing in Multiple Occupation, deliver homes for residents that provide suitable functional living spaces and layouts, and also make appropriate provision for outdoor or amenity space, in accordance with Policy SC5 of this Plan;
- H. For purpose built or retrofitted temporary emergency accommodation, be located within close proximity of a designated town centre or in exceptional circumstances, a large neighbourhood centre (as defined in Policy TC1 of this Plan), with good access to public transport,

- amenities and services, and close to relevant supporting facilities;
- I. For purpose built or retrofitted temporary emergency accommodation proposals, have regard to the Morrison + Company Family Emergency Accommodation Guidance document;
 - J. Have a minimum 'original' floor area greater than 130sqm to be suitable for conversion into non-family HMO, hostel or bed and breakfast accommodation, where these are located within convenient walking distance of town centre facilities and good public transport links;
 - K. Include suitable facilities for the storage and collection of waste and recycling in a manner that complies with waste authority guidelines and will not have a serious impact on the character and appearance of the local area; and
 - L. Demonstrate that proposals together with other similar development in the surrounding area will not have a serious harmful cumulative impact on the character and residential amenity of the area.

We are taking this approach because

- 5.44 Property sharing by groups of individuals, and the letting of 'spare' bedrooms provides a flexible and responsive housing resource for single people and families moving into the local housing market.
- 5.45 The creation of larger Houses in Multiple Occupation for more than 6 occupiers are known as a large-scale HMOs which are within the Sui Generis Use Class, and require planning approval.
- 5.46 Development proposals for the use of a dwellinghouses by 3-6 occupiers as 'Houses in Multiple Occupation' are known as a small-scale HMOs which are within Use Class C4. An Article 4 Direction is in place in Hounslow which removes the permitted development rights for the change of use from a dwellinghouse (C3) to a House in Multiple Occupation (C4). The Article 4 Direction applies to the entire borough (with the exception of open land, industrial areas, Chiswick Business Park, Bedfont Lakes Business Park and the Mogden Sewage Works) and accordingly, proposals for small-scale HMOs in Hounslow also require planning approval. Proposals for HMOs must meet all of the relevant requirements of this policy and other relevant policies in this Plan.
- 5.47 The development of temporary accommodation in a hostel or bed and breakfast format, constitutes a change of use that requires planning approval. These are of a scale that can bring about material change and impacts on the surrounding area and consequently require planning approval.
- 5.48 The borough Local Housing Needs Assessment (2024) sets out there are 564 households that were in temporary emergency accommodation in communal establishments in Hounslow at the time of the Study's preparation. It is important that the quality of emergency accommodation provides a good living environment for families, young people and others in need of this type of temporary

accommodation, until they are able to access a more permanent residence. However overall emphasis will be on the development of a pipeline of permanent affordable housing that meets the needs of Hounslow's communities and reduces the need for Temporary Accommodation to the point where this is ultimately no longer required.

- 5.49 This policy supports the conversion of houses to HMO (rather than flats as provided for in Policy SC6) in certain locations only, and where the 'original' floor area of the dwelling is in excess of 130sqm. The conversion of properties that only achieve a total floorspace of more than 130sqm because of previous or proposed extension will not be supported. In the latter case, the impact of multiple-occupation on the residential amenity and character of the surrounding area is likely to give rise to serious harmful impact. In making planning decisions the Council will consider the cumulative impact of the proposal together with other similar developments in the surrounding area upon residential amenity and character.
- 5.50 HMOs should be located in a place that can absorb the generally more intensive household occupancy of individuals living as separate households and sharing a property. Compared to occupancy as a family dwellinghouse or as several flats, this will give rise to increased movements from home to shops, services and work by occupiers that are unlikely to each have access to a private car. Therefore it is a requirement that proposals for such accommodation be located within a reasonable walking distance (considered to be 400m) of town centre facilities and public transport.
- 5.51 The Council operates a HMO registration scheme and manages the licensing of different types of accommodation to ensure suitable facilities are provided in accommodation. In turn these registrations require compliance with necessary Building Regulations for safety and protection. These considerations will not be duplicated in planning decisions but the local planning authority will liaise and share information when appropriate.

Supporting facts

Housing in Multiple Occupation

- Planning approval is required for both small-scale HMOs (Use Class C4) and large-scale HMOs (Sui Generis Use) in the borough.
- Licenses are required under housing legislation on a different basis. Mandatory licenses are issued under the national mandatory scheme which all Councils in England and Wales must operate. This applies to HMOs of 3 or more storeys with 5 or more occupiers sharing basic amenities.
- Additional Licenses are issued under the borough's additional licensing scheme. These are discretionary schemes and not all Councils have them. The borough's scheme applies to HMOs of 2 or more storeys with 3 or more occupiers in 2 or more households sharing basic amenities, and all HMOs which consist of converted flats, subject to specified criteria. The borough's

[Houses in multiple occupation \(HMO\) licensing policy](#)² can be viewed on the Council's website.

Notes

- The London Plan recognises HMOs are an important part of London's housing offer, reducing pressure on other elements of the housing stock, and seeks the protection of HMOs that are of a reasonable standard.

² https://www.hounslow.gov.uk/downloads/file/3526/houses_in_multiple_occupation_hmo_licensing_policy

POLICY SC11 - OTHER FORMS OF HOUSING

Our approach

For the purpose of this Plan, other forms of housing in the borough include:

- Purpose-Built Student Accommodation;
- Build to Rent; and
- Large-Scale Purpose-Built Shared Living Accommodation.

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

We will recognise the role Build to Rent accommodation plays in the local housing market and proposals for this type of housing will be supported, subject to meeting the criteria for Build to Rent proposals in this policy and meeting other relevant policies in this Plan.

The borough Local Housing Needs Assessment demonstrates that there is extremely limited need for Large-scale Purpose-Built Shared Living Accommodation in Hounslow. It is therefore considered that this type of accommodation is not suitable in a local context and proposals for Large-scale Purpose-Built Shared Living Accommodation will therefore only be permitted in exceptional cases.

We will achieve this by

For Purpose-Built Student Accommodation:

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

For Build to Rent Accommodation:

- E. Ensuring proposals for Build to Rent accommodation deliver only self-contained separately let units, are secured in perpetuity, are of high quality design, and deliver affordable housing in accordance with Policy SC2 of this Plan.

For Large-Scale Purpose-Built Shared Living Accommodation:

- F. Resisting proposals for Large-Scale Purpose-Built Shared Living

Accommodation except in exceptional cases where it can be robustly demonstrated with independently prepared evidence that there is a specifically identified local market demand for the type of housing proposed and that it would not constrain the delivery of conventional residential uses. There will generally be a presumption against the availability of there being genuine evidence setting out this position, given the borough Local Housing Needs Assessment demonstrates there is extremely limited need for this type of accommodation in Hounslow.

We will expect development proposals to

For Purpose-Built Student Accommodation:

- G. Demonstrate the site is located in an area of good accessibility by public transport and cycling networks, whereby the site is entirely within a PTAL of 4 or higher;
- H. Provide accommodation of high quality, including a good size of rooms and communal spaces, limiting noise impacts and providing good levels of daylight and sunlight and natural ventilation and have regard to Policy CC2 of this Plan, which sets out requirements for privacy, daylight and outlook;
- I. Provide an appropriate proportion of accessible accommodation to meet the needs of disabled students;
- J. Contribute toward meeting an identified need for student housing that is supported by robust evidence;
- K. Not compromise delivery against the Borough's strategic housing target and principal need for conventional housing, and in particular family sized homes;
- L. Demonstrate, through a binding nomination agreement, that the accommodation will only be occupied by students of one or more higher education provider(s) with priority given to higher education providers in closest proximity to the proposed accommodation in the first instance;
- M. Provide at least 35% affordable student accommodation in line with London Plan Policy H15; and
- N. Demonstrate the development contributes to mixed and inclusive neighbourhoods and will not result in a proliferation of this type of accommodation in any specific locality within the borough.

For Build to Rent Accommodation:

- O. Be secured in perpetuity and:
 - I. deliver affordable housing in accordance with Policy SC2 of this Plan;
 - II. for the private rented sectors homes, be held under a covenant for no less than 15 years which must not allow any provision for general market sale of any homes, for the length of the covenant period;
 - III. have a clawback mechanism in place to ensure that the maximum amount of affordable housing is provided on-site where the covenant is broken, so that there is no financial

- IV. incentive to break the covenant;
- V. be under single ownership and management, with an appropriate Residential Management Plan;
- VI. offer rent and service charge certainty for the period of the tenancy, the basis of which should be made clear to the tenant before a tenancy agreement is signed, including any annual increases which should always be formula-linked; and
- VII. offer longer-term tenancies with rent certainty of at least 3 years and no up-front fees, which have break clauses for renters allowing the tenant to end the tenancy with a month's notice any time after the first six months.
- VIII. Provide a good standard of living conditions and amenity for future occupiers and have regard to Policy CC2 of this Plan, which sets out requirements for in terms of privacy, daylight and outlook.

For Large-Scale Purpose-Built Shared Living Accommodation:

- P. In exceptional cases where a proposal can robustly demonstrate with independently prepared evidence that there is a specifically identified local market demand for Large-Scale Purpose-Built Shared Living Accommodation, proposals will only be permitted where it is suitably demonstrated that they:
 - I. are part of a mixed tenure residential scheme and demonstrate that they contribute to the creation of mixed and inclusive communities by not undermining the delivery of conventional self-contained housing supply;
 - II. are in an accessible location that is entirely within a PTAL of 4 or higher, and can absorb intensive usage;
 - III. incorporate a high quality of design and shared space for occupants;
 - IV. provide a good standard of living conditions and amenity for future occupiers and have regard to Policy CC2 of this Plan, which sets out requirements for residential development in terms of privacy, daylight and outlook;
 - V. will be under single management, suitably managed and maintained over their lifetime, as evidenced by a suitable Residential Management Plan;
 - VI. 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
 - VII. accord with any relevant guidance published by the Mayor of London.

We are taking this approach because

5.52 The London Plan identifies an annual need for 3,500 units of Purpose Built Student Accommodation (PBSA), but does not allocate borough benchmarks or targets. As such, the borough does not have a specific allocation of student

accommodation under the London Plan.

- 5.53 PBSA is defined as non-conventional housing, which for the purposes of delivery against the Borough's strategic housing target, is monitored at a ratio of 2.5:1 (i.e. two and a half bedrooms/student residences is equivalent to one conventional dwelling). Compared with conventional housing, where units are counted on a 1:1 basis, student accommodation may not provide the most optimal use of land or contribute to addressing the Borough's most pressing housing needs.
- 5.54 New PBSA will be supported in locations which are accessible by sustainable modes of transport, whereby the entire site area should be located within a minimum of PTAL 4. In addition, where possible new student accommodation should be located within or close to town centres, or other locations that benefit from good provision of shops, services, leisure and community facilities appropriate to a student population.
- 5.55 In exceptional cases, where it can be demonstrated that proposals for PBSA that are located further away from town centres would still be within close proximity of the primary university campus that their resident students would attend, this may also be considered a suitable location. Such sites must still be located within a minimum of PTAL 4.
- 5.56 All development should provide a good standard of amenity to the occupiers. It is important that new PBSA is of a high quality design and construction, with functional layouts and well-integrated living and communal spaces and facilities. Whilst many students require accommodation during term time only, some residents may need a permanent home throughout their studies, meaning it could be their only residence for a number of years. Development will therefore also need to make provision of some bedrooms/student residences for year round occupation.
- 5.57 All PBSA must be accompanied by a nomination agreement, which will be secured by legal agreement. A nomination agreement ensures that accommodation will only be occupied by students of one or more higher education provider(s). Priority must be given to higher education providers in proximity to the proposed accommodation in the first instance. The agreement must apply for as long as the student accommodation is in use.
- 5.58 The occupation and use of the development should be compatible with the amenity of neighbouring occupiers and character of the area.

For Build to Rent Accommodation:

- 5.59 The delivery of private rented accommodation through Built to Rent schemes provides a coordinated approach to the delivery of purpose-built private rented sector housing, which contributes to meeting the needs of certain groups of people in the local housing market.
- 5.60 Build to Rent housing must provide affordable housing in line with Policy SC2,

including the required tenure mix which prioritises social rented accommodation. The Build to Rent business model is not an acceptable excuse for not meeting these policy requirements; for example, Build to Rent schemes can be designed with separate cores to allow for delivery of social rented accommodation. Build to Rent developments which do not provide the required proportion and tenure split of affordable housing will not be permitted.

5.61 All homes within a Build to Rent development or block will need to stay under single ownership and management, meaning that individual units cannot be separately sold on and overall ownership of the development or block can only change if the scheme stays as Build to Rent. This will ensure a commitment to invest in place making and will provide better management standards and higher quality homes than much of the mainstream private rented sector. The covenant will need to include a clawback mechanism in the event of units being sold out of the Build to Rent sector during the covenanted period.

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

5.63 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.

For Large-Scale Purpose-Built Shared Living Accommodation:

5.64 Large-scale purpose built shared living accommodation consists of small purpose-built dwellings with shared amenity spaces such as purpose-built co-housing rather than traditional HMOs. While across much of London, household formation rates for younger single persons are falling, Hounslow is projected to see a rise in single young person households by 250 over the period of 2020 to 2041. As such, the borough Local Housing Needs Assessment indicates there is extremely limited need for Large-Scale Purpose Built Shared Living Accommodation in Hounslow over the plan period.

5.65 Having regard to the evidence in the borough Local Housing Needs Assessment, development proposals for Large-Scale Purpose-Built Shared Living will only be supported where there is an identified local market demand for such provision, and they will not lead to a proliferation of this type of housing locally. Given the context for Hounslow, it is considered that this will only be in exceptional cases. This will also help to prevent against speculative development which does not adequately respond to local need.

- 5.66 Applicants will be required to submit robust independently prepared evidence of market demand in Hounslow for the type of provision proposed, along with evidence to demonstrate that the development will not result in a proliferation of Purpose-Built Shared Living Accommodation in any specific locality within the borough.
- 5.67 The borough LHNA demonstrates the greatest need in Hounslow is for 3+ bedroom family homes in both the affordable housing and market housing need categories. Over-provision of Large-Scale Purpose Built Shared Living Accommodation would have an impact on the ability to address the borough's most acute housing needs and achieve mixed and inclusive neighbourhoods, and undermine the overall delivery of conventional housing in the borough. Large concentrations of shared housing may also have an unacceptable impact on the amenity of neighbouring residents. As such, only accessible localities that have a PTAL of 4 or higher are considered able to absorb the intensive usage of this large scale type of accommodation. Proposals in areas with a PTAL lower than 4 will not be permitted.
- 5.68 Affordable housing contributions will be sought for Large-Scale Purpose Built Shared Living Accommodation. On-site affordable housing is the Council's preferred delivery method, where possible. In cases this is not viable or achievable, proposals should provide a commuted sum in lieu of the provision of on-site affordable housing, in accordance with the most up-to-date Council guidance. 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 Policy SC2 of this Plan and any relevant emerging guidance.
- 5.69 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.

Notes

- Information on the affordability of student accommodation is available through the Mayor's Academic Forum and in the London Plan Annual Monitoring Report.
- Policy H15 of the London Plan addresses purpose-built student accommodation including the need for student accommodation provision as part of providing housing choice and supporting higher education in London.
- Policy H11 of the London Plan addresses requirements for Build to Rent accommodation.
- The borough LHNA projects there will be a rise in single young person households, with households aged 25-34 years projected to rise by 250 in the

period to 2041.

- At the same time, the number of 'Other' households headed by someone aged 25-34 years (not defined as households with couples or families) is projected to remain constant.
- As such it concludes the household projections show there is little role for Large-Scale Purpose Built Shared Living Accommodation in Hounslow.

CHAPTER SIX

CONTEXT AND CHARACTER

POLICY CC1 – CONTEXT AND CHARACTER

Our approach

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

We will achieve this by

- A. Improving and promoting the appreciation of the character and qualities of the distinctive areas of the borough, by securing development that sensitively, innovatively and creatively responds to an area's character and by refusing poor quality design;
- B. Sustaining and conserving those areas which have a high quality, well established and coherent character that is sensitive to change;
- C. Enhancing those areas which would benefit from investment , sensitive improvement and intervention;
- D. Transforming those areas which have a low quality, poorly defined character and/ or where an opportunity exists to establish a new coherent character, enhancing positive elements where they exist;
- E. Optimising redevelopment opportunities, whilst respecting and enhancing the area's distinctive character and historic environment including designated and non-designated heritage assets and their setting; and
- F. Monitoring and updating the Hounslow Characterisation and Growth Study and Character, Sustainability and Design Codes SPD

We will expect development proposals to

- G. Have due regard to the Hounslow Characterisation and Growth Study and Character, Sustainability and Design Codes SPD or any subsequent update, and demonstrate how the proposal:
 - I. Responds to the design recommendations for all development proposals, each area, neighbourhood and site type within which their development proposal is located.
 - II. Understand and respond to the wider context and history of the area, the needs, culture and aesthetic experience of local and future communities, the townscape setting of the site, its natural landscape, its sense of place, and its urban structure, built form and function.
 - III. Conserves and takes opportunities to enhance particular features or qualities that contribute to an area's character, e.g.

- mature trees.
- IV. Makes best use of redevelopment opportunities whilst respecting and enhancing the area's distinctive character and historic environment set out in the Hounslow Characterisation and Growth Study and Character, Sustainability and Design Codes SPD, or any subsequent update.
 - V. Provides opportunities to help form a new character or improve the poor aspects of an existing character that could benefit from enhancement; and
 - VI. Respects and responds to the local design context and character and any local architectural vernacular that contributes to an area's character, including the prevailing rhythm and articulation of frontages, local building materials and colour and locally distinctive architectural detailing that promotes and reinforces local distinctiveness, for example bay windows. The Council will require high quality, durable, robust and sustainable building materials that contribute to local character.
 - VII. Celebrates the cultural diversity of communities and places through promoting associated artistic architectural and typological expressions.
 - VIII. Embeds sustainability from the outset of a scheme's design, taking account of layout, topography, orientation, massing and movement hierarchy to create developments that minimise resource consumption and are adapted to a future climate.

We are taking this approach because

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

6.2 The council has produced a Characterisation and Growth Study Evidence Base and the Character, Sustainability and Design Codes SPD which have identified, described and assessed the character and quality of the borough across its 10 study areas. This is a key part of the evidence base, which through extensive field survey work, historical research and input from local amenity groups. In some areas, the character is well- defined with high-quality buildings and spaces that require cherishing and preserving, and where any change should be sensitive to this established character. In other areas the character is less defined, more mixed and generally lower quality, where opportunities to improve the character should be welcomed. Change is a fundamental characteristic of the fabric of London and it is possible to respect the character of an area and accommodate change within that area. 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. A map of these areas can be found in the Characterisation and Growth Study Evidence Base.

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

Supporting facts

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

- The NPPF makes it clear that local authorities should develop policies that are rooted in an understanding and evaluation of an area's defining characteristics.
- The London Plan Chapters 3 and 7 and the Characterisation and Growth LPG sets out how LPAs must identify areas of different character and which ones should be conserved, enhanced and transformed.
- The London Borough of Hounslow Character, Sustainability and Design Codes SPD and Hounslow Characterisation and Growth Evidence Base establishes 37 neighbourhoods across 10 discrete study areas and one cross-cutting study area covering the entire borough. Each neighbourhood was surveyed, described, assessed and a response formed, covering which ones should be conserved, enhanced or transformed.

Notes

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

POLICY CC2 – URBAN DESIGN AND ARCHITECTURE

Our approach

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

We will achieve this by

- A. Ensuring proactive urban design forms an integral part of council development plans, programmes and processes, and prioritising design guidance to improve design and sustainability;
- B. Working with applicants at an early stage (pre-application) to guide and shape the design of development proposals;
- C. Reviewing built and proposed developments, decisions and advice to help raise design standards and awareness of the value of good design;
- D. Working with housing providers to improve the design and sustainability of estates as part of wider regeneration programmes;
- E. Working with developers, local communities and other partners to understand and improve the urban design and sustainability of their areas through, for example design codes, design guidance, Supplementary Planning Documents and neighbourhood plans and promote the use of our Design Review Panel to encourage high quality, creative and contemporary design solutions to deliver liveable and connected places with their own strong characters and identities, which are sympathetic to and take opportunities to enhance the area's existing heritage and character;
- F. Working with partners to promote enhancements to and deliver a public realm that respects, enhances and creates local character and distinctiveness with well-designed landscaping, well designed and generous pavements, landscaping and tree planting, a consistent high-quality palette of materials for pavement, walking and cycling facilities, street furniture, public art, signage and lighting, and active and attractive frontages to adjoining streets.
- G. Promoting a range of public realm and shopfront improvements in conservation areas and Neighbourhood and Local Centres;
- H. Supporting the creation of vibrant and welcoming public squares at key locations which can help deliver a strong sense of place to the area and offer respite from the busy environment;
- I. Using good practice guidance such as the Character, Sustainability and Design Codes SPD, the Mayor's Housing Design Standards LPG, Mayor's Housing SPG, and Building for Life assessments.
- J. Taking a comprehensive and coordinated approach to development, including consideration of existing site constraints such as utilities or other infrastructure that may be affected.

We will expect development proposals to

- K. Understand, integrate, protect and enhance, restore or introduce natural landscape, including the topography, geology, existing green

and blue infrastructure, landscape context, ecological assets, biodiversity, local flora and fauna and wider ecological setting of an area. Schemes should ensure that trees are suitably sited, protected during detailed design and construction, and provide amenity for the long term through effective maintenance arrangements, having regard to Policy GB4;

- L. Create green and amenity spaces that are designed to improve health and wellbeing for a diverse range of people, for example through integrating play or social spaces, and are designed to encourage sustainable living, for example through providing connected active travel routes;
- M. Deliver the right land use mix, amount and density in the right places to support the rejuvenation of our town centres and the creation of healthy, diverse and varied places and consider future uses in order that the development is able to respond to changes over time;
- N. Include good design measures to optimise land use and mitigate against potential impacts between co-location of employment and residential uses in line with the Agent of Change principle;
- O. Create, connect and improve places and the public realm to ensure that they are easy and pleasant to get to and through, foster active lifestyles, are easy to understand and navigate and feel safe during the day and night, with a particular focus on pedestrians and cyclists;
- P. Function well in themselves and in their effect on surrounding areas, have a positive impact on the amenity of current and future residents, visitors and passers-by and help create Lifetime Neighbourhoods that foster social interaction and capital;
- Q. Respond meaningfully and sensitively to the site, its characteristics and constraints, existing townscape, the layout, grain, scale, massing, form and height of surrounding development, the local street pattern, local landmarks and skyline.
- R. Ensure the orientation of buildings and uses on sites makes best use of opportunities for passive design, adequate separation distances and access to daylight/sunlight should be considered, in addition to impacts on micro-climate, overshadowing, light spillage and vehicle, cycle and pedestrian movements;
- S. Provide a clear distinction between private, semi-private and public space, through an understanding of fronts and backs of buildings, ground floor uses, and continuity of street frontages and enclosure of space to help foster comfortable, usable and safe places;
- T. Contribute positively to the delivery of Healthy Streets and a high quality, comfortable, safe, inclusive, accessible public realm by:
 - I. Ensuring the design of the public realm is an integral part of the scheme's design;
 - II. Ensuring a coordinated approach between sites to provide setbacks, maintain a consistent building line, using clear, well-defined boundary and building lines to positively interact with street frontages and animate the public realm;
 - III. Delivering public realm that responds to and enhances positive aspects of the character of the area and activates unused land connecting with surrounding streets;

- IV. Ensuring the design of the public realm supports active travel by establishing through routes that improve permeability and movement through places and by enhancing legibility through improving wayfinding and signage;
- V. Ensure the design of public realm is well-integrated into its surroundings and local landscape context, and provides a high-quality landscape that enhances the quality of green and blue assets making them more wildlife friendly, facilitates soft landscaping and introduces urban greening;
- VI. Requiring a well-designed public square at key locations which are sheltered from road noise, have a sunny aspect, offer a range of public space amenities, and are overlooked by development and animated by active ground floor uses;
- VII. Ensuring public realm is sized and designed in consideration of adjacent building sizes to accommodate the anticipated number and diversity of users and activities and to enhance and promote social interaction;
- VIII. Ensuring good levels of direct sunlight on streets, squares, parks and open spaces and ensuring surrounding development does not hinder openness to the sky;
- IX. Supporting the activation of the public realm by maximizing the use of positive and/or active frontages;
- X. Using coordinated high-quality durable, adaptable and sustainable materials, finishes and details; and
- XI. Referring to the Council's Supplementary Planning Documents and Design Guidance.
- U. 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, having regard to the Character, Sustainability and Design Codes SPD;
- V. Ensure buildings and spaces are designed to stand the test of time and are easily adaptable and resilient to social, economic, technological and climate change, and can accommodate movement, cycle parking and car parking in a safe and useable way;
- W. Promote and support contemporary architecture that responds intelligently to current and future lifestyles, needs, technology and climate, whilst ensuring it's rooted in local context and identity, at all scales;
- X. Development should adapt to and mitigate against the effects of climate change and consider sustainable design and construction strategies from the outset, having regard to policy EQ1 and EQ2 and the Council's Supplementary Planning Documents;
- Y. Carefully consider external appearance, its composition and arrangement, through the use of high quality, durable materials and finishes and careful, considered detailing for building facades which add visual interest and richness to the street scene, referring to the Characterisation and Growth Study and the Character, Sustainability and Design Codes SPD or any subsequent update.

- Z. A clear indication of how buildings are used and occupied should be presented, seizing opportunities for passive design wherever possible;
- AA. Be designed to mitigate noise and air quality issues which significantly affect parts of the borough;
- BB. Be designed so it is fully accessible to people with disabilities or impaired mobility;
- CC. Provide appropriate outlook, minimise overbearingness and overshadowing, and ensure sufficient levels of sunlight and daylight to proposed and adjoining/adjacent dwellings. All residential dwellings should be dual aspect (except in exceptional circumstances);
- DD. Respect the amenity of neighbouring development; provide adequate levels of privacy and minimise direct overlooking through the careful layout, design, separation and orientation of buildings and spaces;
- EE. Make well-designed, high-quality provision for bicycles, and the acceptable storage of recycling and refuse, having regard to policies EQ7 and EC2, the Character, Sustainability and Design Codes SPD and any other relevant guidance. Enclosures should be robust, well ventilated and attractively integrated with the site and screened for privacy and security;
- FF. Provide a balanced approach between security and design of development that maximises a building's resilience and fire safety in accordance with the latest Building Regulations and London Plan policies. Applications for development above 25 meters containing 1 or more flats should submit the outcomes of Gateway one consultation with a Joint Competence Authority;
- GG. Be subject to a high quality and comprehensive design process, where appropriate using the Council's Design Review Panel to result in high-quality design outcomes; and
- HH. Respond to the principles of Accessible and Inclusive Design, Secured by Design and Sport England's Active Design.

We are taking this approach because

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

6.5 The NPPF attaches great importance to the design of the built environment and states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable

to communities. Design covers how an area functions, not just how it looks, and should be informed by an understanding of its prevailing character, history and identity. Development should create long-term value by investing in good, sustainable design and high quality materials, to help ensure places can stand the test of time as evidenced by the appeal of historic areas and buildings that can be enjoyed across the borough. The borough has a number of different physical and landscape characters, many of high quality, which attract residents, visitors and workers, such as Osterley and Syon Parks. Increasing the amount of new housing and development density, together with changes in work-type and car-use also means that development must use the principles of good urban design to absorb change appropriately. This includes intensifying and uplifting areas where there is room for improvement and change.

6.6 London Plan Policies D1 (London's form, character and capacity for growth) and D4 (Delivering good design) 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. Policies D1-D9 have also informed our policies.

6.7 Across the borough, and particularly in growth areas, the council will work with partners to secure exemplary urban design and architecture and create high quality, distinctive places. The council will proactively manage growth and change, and work with applicants to explore and shape design issues through the pre-application process, ensuring that significant design matters such as layout and form are addressed at the earliest possible stage. The council has prepared more detailed design guidance for specific places, types of development and design topics in the Character, Sustainability and Design Codes SPD and in masterplans for the Town Centres. The council aims to prepare further guidance on other topics, such as public realm design. By working proactively with local people, developers and others, the council will ensure good design is embedded into its plans, programmes and development schemes from the outset.

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

Notes

- The borough is leading on significant public investment in the West of the Borough, Feltham, Hounslow and Brentford town centres and along the Golden Mile where much of the work is focused on improving the urban design quality of the area through public realm and building works.
- The London Plan Housing Design Standards LPG contains guidance on space standards, privacy, daylight and sunlight matters, whilst BRE guidance includes standards on sunlight and daylight in site layouts.

- The National Design Guide outlines and illustrates the 10 characteristics for well designed places. The National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design. Hounslow's Character, Sustainability and Design Codes SPD builds on these national guides to set out design guidance and design codes in the context of the borough and the borough's unique places.
- Further information on active design is set out in Hounslow's Joint Health and Wellbeing Strategy and Sport England's Active Design Guidance.

POLICY CC3 –TALL BUILDINGS

Our approach

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

We will achieve this by

- A. Supporting a limited number of tall buildings in Feltham town centre. Tall buildings in this location should be carefully designed to avoid impacting the setting of St. Catherine's Church tower and should improve the arrival experience into and the legibility and permeability of the town centre;
- B. Supporting a limited number of tall buildings in Brentford town centre. These should be designed carefully and placed sensitively so as not to have a significant adverse impact on the setting of, views from and between heritage assets including Royal Botanic Gardens Kew World Heritage Site, Syon Park and the Thames foreshore landscape. They should also respect and respond to the area's special townscape and heritage value and protect views across the Thames;
- C. Supporting tall buildings along sections of the A4 Golden Mile frontage. These should be carefully placed so as not to create a wall of tall buildings, ensuring they relate sensitively to surrounding residential areas and do not have a significant adverse impact on the setting of, or views from heritage assets including Gunnersbury Park, Royal Botanic Gardens Kew World Heritage Site, Syon Park and Osterley Park;
- D. Supporting tall buildings in Hounslow Town Centre that deliver a coherent skyline, aid in legibility and wayfinding and respects and responds to the existing built context;
- E. Supporting a limited number of tall buildings in further identified locations, as set out in this policy and the Tall Buildings Study;
- F. Preserving the predominantly 2 to 3 storey (less than 10m) building heights across the rest of the borough with some limited scope for 4 to 6 storey (up to 20m) buildings/ elements in identified locations, to assist with way-finding and where the opportunity exists for higher density development;
- G. Not seeking to replace existing tall buildings which are in inappropriate locations (assessed against the criteria of this policy) and not allowing them to be a justification for the provision of new ones;
- H. Undertaking more detailed design analysis including a study to identify spatial sensitivities; and
- I. Working with our partners, particularly Historic England and Royal Botanic Gardens Kew World Heritage Site.

Definition

- J. Tall buildings are defined based on their location, taking into

consideration the local built context. There are two definitions of tall buildings in the Borough:

- I. In lower scale areas, tall buildings are considered to be any building of 21m and above from ground level to the top of the building (including any rooftop plant).
- II. In higher scale areas, tall buildings are considered to be any building of 30m and above from ground level to the top of the building (including any rooftop plant).

The areas covered by the higher and lower scale definitions are marked on the map at Fig CC 3.1.

We will expect tall building development proposals to

- K. Be located in the areas identified as having potential for tall buildings, as shown in fig CC 3.1;
- L. Not exceed the maximum building heights for that site or area, as set out Table CC 3.2.
- M. Proposals for tall buildings are only acceptable where they fully satisfy the following criteria:
- N. Have regard to any site-specific design principles set out in the relevant site allocations, design codes, Great West Corridor Masterplan and Tall Buildings Study;
 - I. Be sensitively located and be of a height and scale that is in proportion to its location and setting, and carefully relate and respond to the character of the surrounding area. Proposals should refer to the Character, Sustainability and Design Codes SPD and the Tall Buildings Study or any subsequent update, for guidance on local character and tall building design
 - II. Be of an exemplary architectural design and standard;
 - III. Be attractive, robust and sustainable, integrating sustainable and passive design strategies and principles from an early stage;
 - IV. Be of a scale that reflects their relevance and hierarchical importance when located within a grouping/cluster of tall buildings;
 - V. Be designed to give full consideration to its form, massing and silhouette, including any cumulative impacts, and the potential impact of this on the nearby, immediate and wider context;
 - VI. Protect or enhance the legibility and identity of the area by creating a positive landmark within the townscape creating a strong sense of place;
 - VII. Relate heights to widths of spaces to achieve comfortable proportions, and provide a positive edge to the public realm and a human scale through the careful treatment of ground floors and lower levels, in addition to integrating permeable streets that encourage active travel;
 - VIII. Demonstrate that development does not adversely impact, either individually or cumulatively, on the microclimate of the surrounding area, including wind vortices, noise, the urban heat island effect and over-shadowing. Impacts should not

- have adverse impact on the development site, adjacent sites and public space. Changes to wind microclimate resulting from the development should not be such that the development site, adjacent sites and adjacent public spaces are no longer comfortable for their intended use. Developers should refer to the Character, Sustainability and Design Codes SPD for further guidance related to microclimate.
- IX. Provide for biodiversity within the building form and be sensitive to surrounding open spaces and waterways to ensure minimal impact, including through overshadowing;
 - X. Clearly demonstrate through appropriate townscape analysis and verified views, how proposals enhance the townscape, the setting of surrounding heritage assets and local landmarks and positively contribute to the overall skyline and views and protect short, mid and long range views in addition to significant linear and panoramic views and the setting of the Thames;
 - XI. Carefully consider the façade and overall detailing to ensure visual interest, vertical and horizontal rhythms, an indication of how the building is inhabited, internal thermal comfort and the visual break-up of the building visually at varying scales;
 - XII. Use materials and finishes that are robust, durable and of the highest quality, with facades providing innate interest, variety and function;
 - XIII. Carefully consider the design of roof-top mechanical or telecommunications equipment and any corresponding architectural screens to ensure that they are integrated with the overall design of the building and that they positively contribute to the appearance of the building top;
 - XIV. Incorporate innovative approaches to provide high quality, usable and biodiverse private and communal amenity space, especially where residential uses are proposed; and
 - XV. Comply with the requirements of the Public Safety Zone.
- O. Buildings that do not meet the tall building definition, but which are still considered prominent in their surrounding context, for example two to three times the contextual reference height (local scale tall building), must respond appropriately to local contextual building heights and be compatible to their surroundings and the character of the area.

Figure CC 3.1: Map showing the tall building definitions by locale:

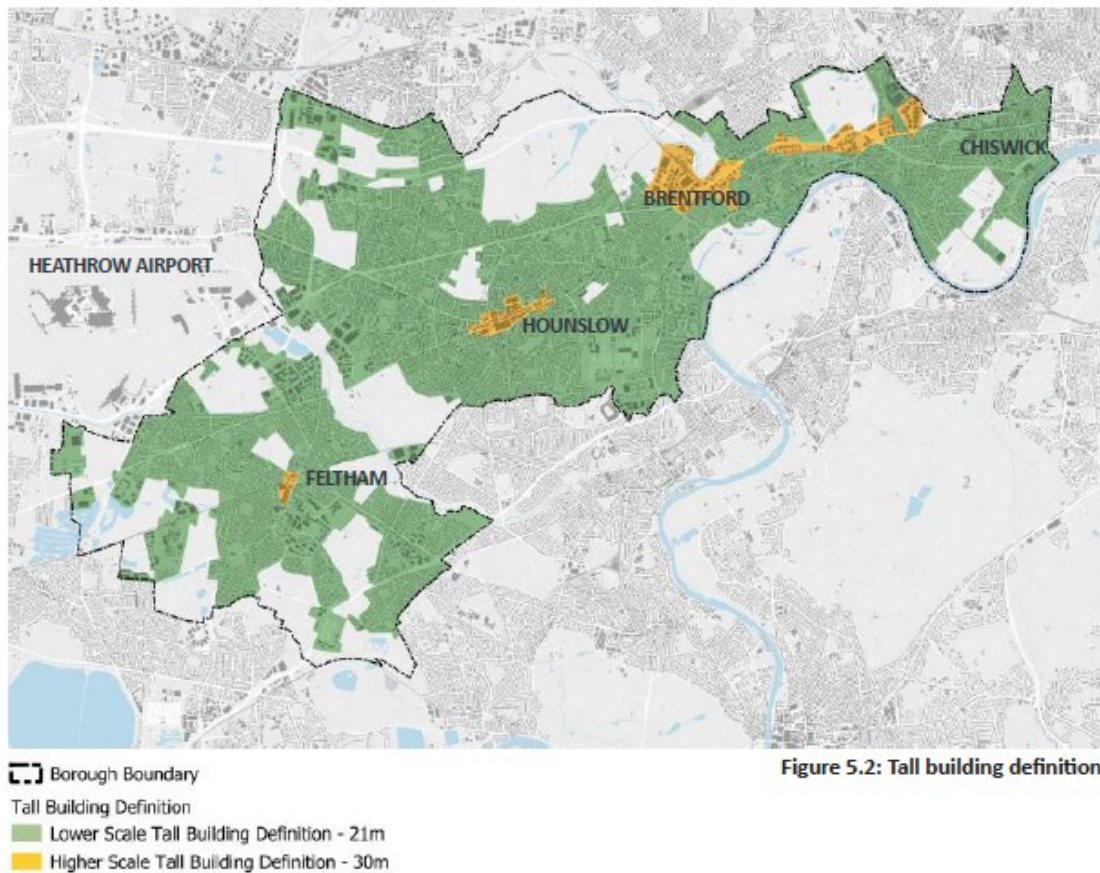


Figure 5.2: Tall building definition

Table CC 3.2: Maximum permissible heights for each location:

Area	Strategy	
Great West Corridor	Clusters of (modestly scaled) tall buildings generally grouped around the focal buildings and ranging in height as set out below:	
	Cluster/Site Code	Maximum Building Height
	Wyke Green Cluster (CL1)	Between 30-42 metres (up to 65.5m AOD)
	West Cross Campus (CL2)	Between 36-45 metres (up to 61.5m AOD)
	River Brent Cluster (CL3)	Between 38-43 metres (up to 51.2m and 45.1m AOD)
	London Gateway Cluster (CL4)	up to 42 metres high (up to 54.1m AOD)
	Brentford Stadium West Cluster (CL5)	between 36 and 45 metres high (up to 53.7m AOD)
	Brentford Stadium East Cluster (CL6)	between 34 and 45 metres high (up to 55.5m AOD)
	Focal buildings and local highpoints with heights	

	parameters as set out below:	
	Golden Mile station (FB1)	up to 55 metres high (up to 70m AOD)
	LL1	up to 30 metres high (up to 53m AOD)
	LL2	up to 33 metres high (up to 43.4m AOD)
	Brent River Gate (FB2)	up to 46 metres high (up to 53.2m AOD)
	Mille site/London Gateway Anchor (FB3)	up to 68 metres high (up to 80m AOD)
	Phoenix site (FB4)	up to 48.5 metres high (up to 60m AOD)
	Lionel Road station (FB5)	up to 53.5 metres high (up to 62m AOD)
	Capital Interchange Way (FB6)	up to 51.5 metres high (up to 62m AOD)
	Citadel site (FB7)	up to 50 metres high (up to 61m AOD)
	LL3	up to 36 metres high (up to 46.7m AOD)
Cluster and Site Codes can be found mapped at Fig CC 3.3.		
Feltham		
	New Road / Hounslow Road Intersection (F1)	45.6m (67.5m AOD) / up to 14 storeys
	Network House (F2)	29.6m (50.5m AOD) / up to 9 storeys
	Southern end of Leisure West on Browells Lane (F3)	22.4m (35.4m AOD)/ up to 7 storeys
	Shopping Centre, High Street (F4)	32m (52.7m AOD) / up to 10 storeys, set back behind a four storey street frontage
	MOD Feltham (F5)	25.6m (36.6m AOD)/ up to 8 storey
Bath Road, Cranford		
	Bath Road, Cranford (C1)	23.2m (47.0m AOD) / up to 7 storeys
Hounslow West		
	Hounslow West Station (HW1)	Between 23.8m (47.4m AOD) to 39.1m (62.7m AOD) / between 7-11 storeys
	Hounslow West Parade (HW2)	21m (38.0 AOD) / up to 6 storeys

Hounslow		
	The Treaty Centre (H1)	between 39.0m (60m AOD) and 65m (86m AOD) / between 12 storeys and 20 storeys
	Hounslow Bus Station and adjacent sites on Kingsley Road (H2)	between 32m (52m AOD) and 50m (69m AOD) / between 10 and 15 storeys
	Euro House on High Street/ Prince Regent Road (H3)	Between 26m (44m AOD) and 36m (54m AOD)/ between 8-11 storeys
	1-83 High Street (H4)	up to 36m (54m AOD) / 11 storeys
London Road, Isleworth		
	Rennels Way Industrial Estate (LR1)	up to 24m / up to 7 storeys (35m AOD)
West Middlesex Hospital		
	West Middlesex Hospital Main Building (WM1)	up to 27.5m / 6 storeys (33.8m AOD)
Brentford		
	2-10 London Road (BR1)	up to 24m/ 7 storeys (31m AOD)
Chiswick		
	Sainsbury's (CH1)	up to 30m- 45m/ 9-14 storeys (37m AOD and 52m AOD)
Cluster/ site codes for the rest of borough can be found mapped at Fig CC 3.4		

Figure CC 3.3: Map showing cluster/site codes within the Great West Corridor:

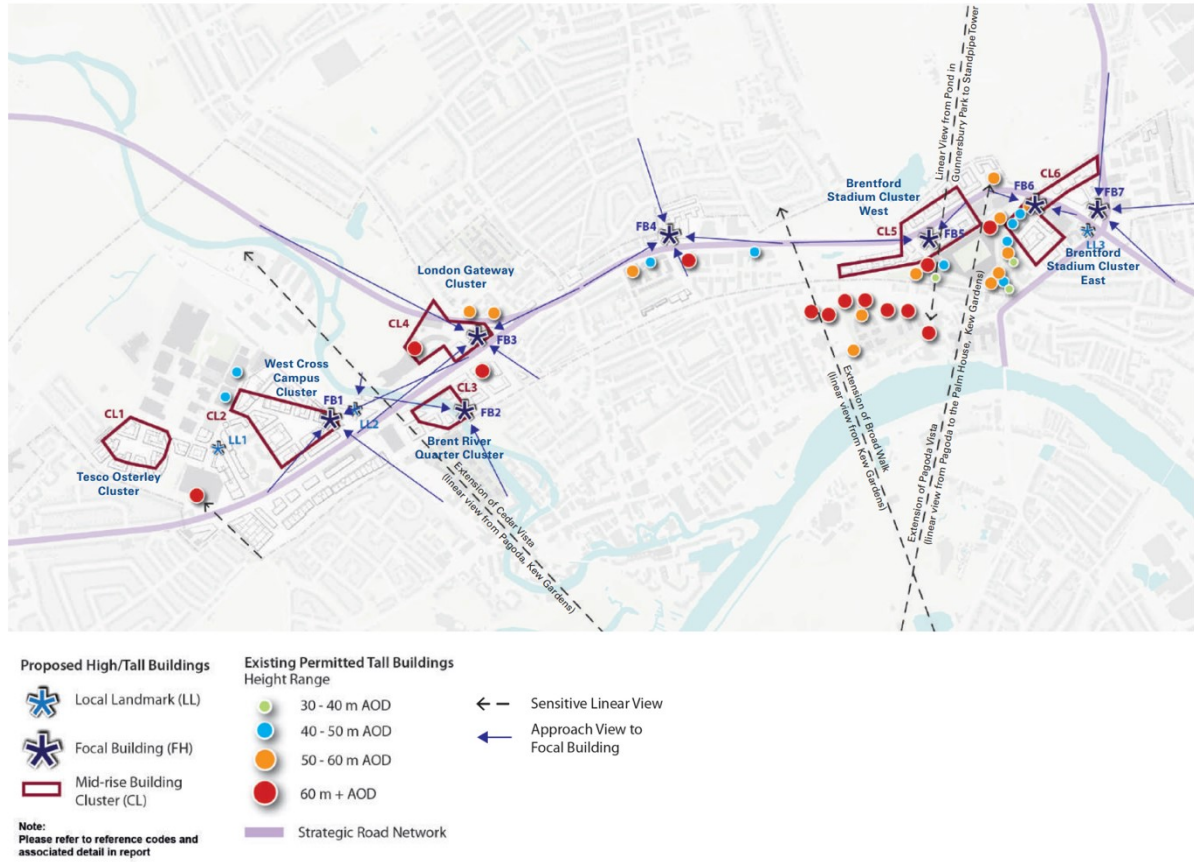


Figure CC 3.4: Map showing cluster/site codes for Feltham:



Figure CC 3.5: Map showing cluster/site codes for Bath Road:

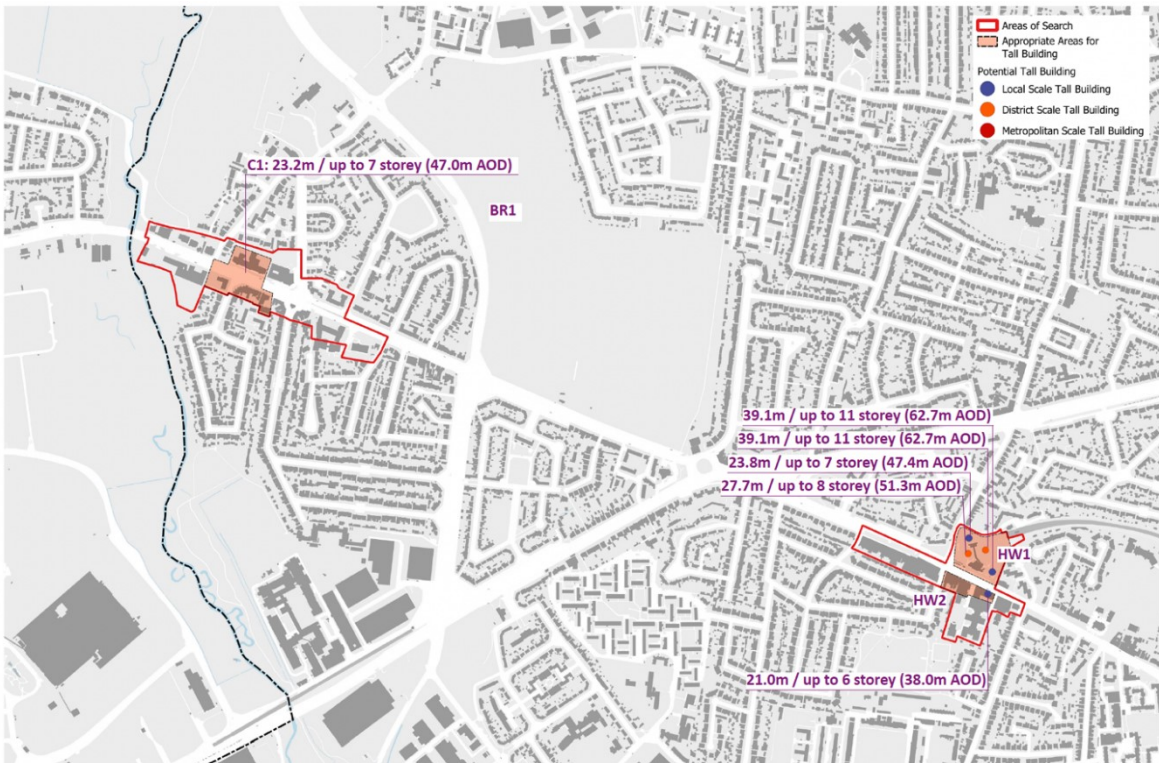


Figure CC 3.6: Map showing cluster/site codes for Hounslow Town Centre & London Road, Isleworth:

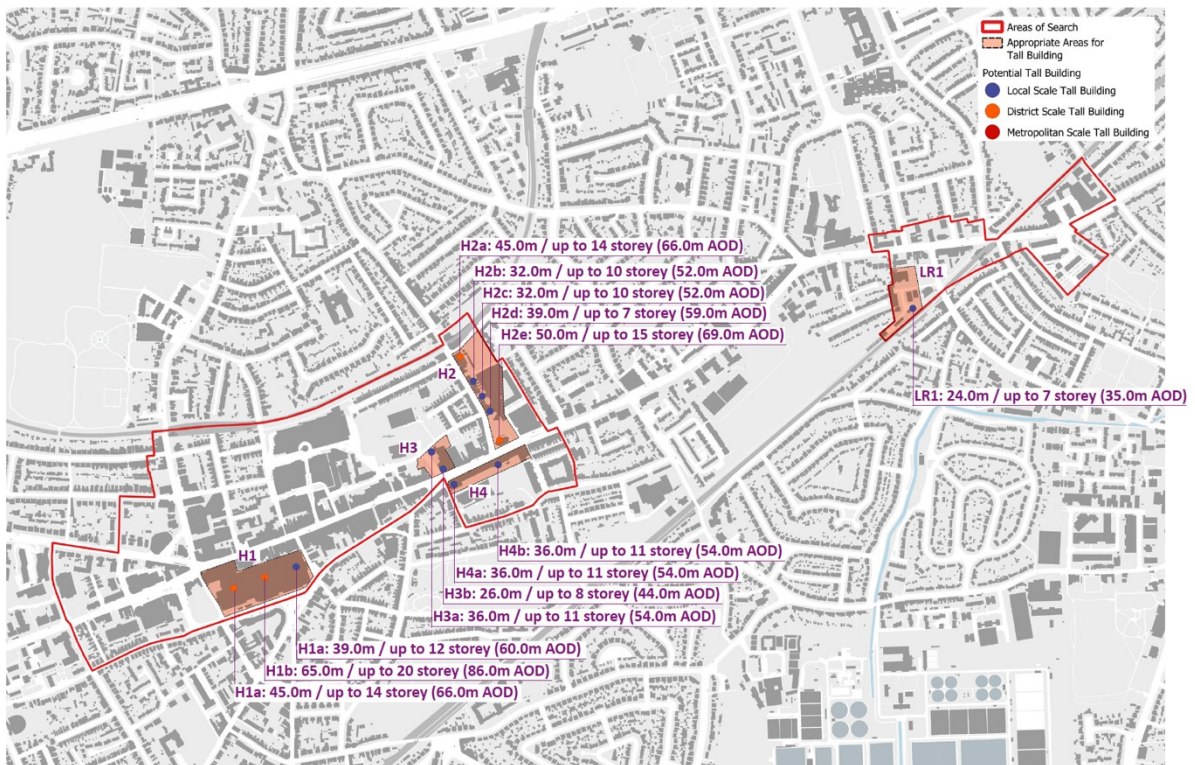
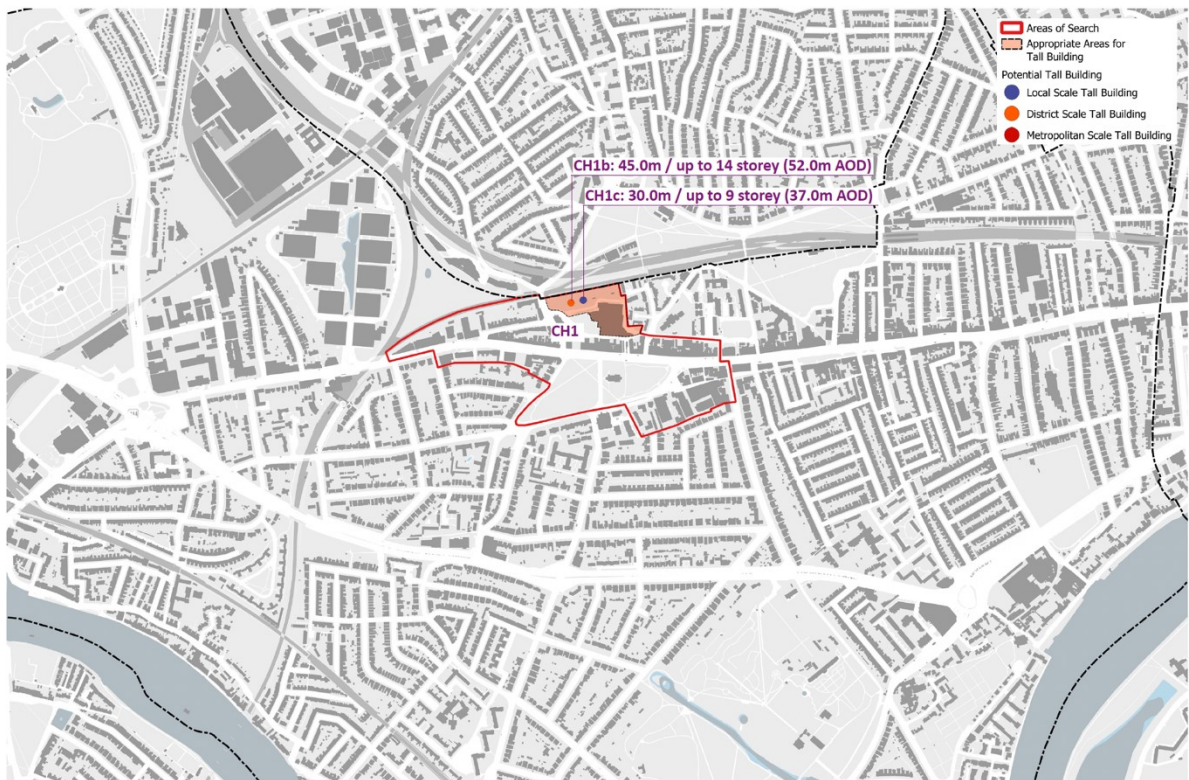


Figure CC 3.7: Map showing cluster/site codes for West Middlesex University Hospital and Brentford Town Centre:



Figure CC 3.8: Map showing cluster/site codes for Chiswick Town Centre Area:



We are taking this approach because

- 6.9 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.
- 6.10 London Plan Policy D9 puts the onus on Boroughs to define what constitutes a tall building based on local context in their Development Plans.
- 6.11 The borough is predominantly low rise, characterised by two to three storey buildings giving a general building height of up to 10m. The majority of medium rise buildings can be found in and around town centres or along main routes such as the London Road. The tall buildings definition in Hounslow is based on local context, with the majority of the Borough being covered by a lower scale tall building definition, which is defined as any building or structure which is over 21m in height measured from the ground plane to the roof including the height of any rooftop plant. In parts of the borough where the existing building context height is greater (typically areas with context heights above 15m) there is a higher scale tall building definition, which is defined as any building or structure which is over 30m in height as measured from the ground plane to the roof, including the height of any rooftop plant. Some parts of the Borough are more sensitive to tall buildings, such as within Chiswick and Brentford town centres where there are many heritage designations and within the Thames Policy Area. Whilst the building context height in these areas exceeds 15m, the lower scale tall building definition applies.
- 6.12 Due to the relatively flat topography of the borough and its low, open landscape, tall buildings are generally inappropriate as they can dominate the skyline over a very wide area. Way-marking can come from distinctiveness rather than size, so tall buildings should be placed in suitable locations where access to public transport is good and they provide a relevant marker and focal point. Located in the right place and designed sensitively, tall buildings can add to an area's townscape and image, assist in regeneration, mark a town centre/ public transport node or assist in way-finding.
- 6.13 The borough has a number of tall buildings that do not positively contribute to the townscape and their existence should not be grounds for the provision of more. The council also recognises that creating successful, vibrant urban environments is about compactness and density, not necessarily about height of buildings. The density and spacing of buildings and their architectural quality are important factors in creating well used public spaces and a coherent, attractive townscape.
- 6.14 The sites identified as appropriate for tall buildings have been informed by a detailed local urban design assessment, which took into account a variety of considerations including public transport accessibility levels, green and blue infrastructure, planned growth and heritage assets amongst other factors to

understand areas where there is potential for tall buildings. The remit of this study did not include assessment of all the potential impacts of a tall buildings, such as sunlight and daylight impacts, therefore tall buildings are not automatically acceptable on the identified sites in Table CC 3.2 and will be required to justify their approach towards height and built form and evaluate the benefits and justification for a tall building in relation to surrounding context, views and townscape.

6.15 Where buildings are proposed that do not meet the definition of higher or lower scale tall buildings, but are still taller than their surroundings, proposals should be informed by an understanding of the surrounding built context, referring to other relevant policies in the Local Plan, the Character, Sustainability and Design Codes SPD and the Tall Buildings Study for an understanding of context heights. Tall buildings can be classified into different height categories based on the context height ratio. The following tall buildings classification is established in relation to the context height:

- Local Scale Tall Building – 2 to 3x context height;
- District Scale Tall Building – 3 to 5x context height; and
- Metropolitan Scale Tall Building – 5x and above context height.

6.16 The area used to establish the context height and the context height ratio will need to reflect the extent of the tall building's impact. Local scale tall buildings can use the context height of their immediate local and wider surroundings, while district scale tall buildings will need to consider heights across a wider area.

6.17 Views are identified within relevant sections of the Great West Corridor Masterplan, the Tall Buildings Study, the Character, Sustainability and Design Codes SPD and the Royal Botanic Gardens, Kew World Heritage Site Management Plan (2020-2025). All proposals for tall buildings must consider the individual and cumulative visual impacts of proposal in identified views and other locally important views deemed relevant to the proposal.

Supporting facts

- The Great West Corridor masterplan (2020) identifies the development capacity of potential sites and has, through detailed views testing, established the locations where tall buildings may be appropriate and their potential heights within the Great West Corridor.
- The Tall Buildings Study (2024) provides a spatial overview of the borough and makes recommendations for the tall building definition, appropriate locations for tall buildings and the maximum height of tall buildings within the rest of the borough outside the Great West Corridor. The Tall Buildings Study, together with the Great West Corridor Masterplan, provide the evidence base to support Policy CC3 Tall Buildings.
- The Character, Sustainability and Design Codes SPD (2024), within part A4, provides design guidance relating to tall buildings, presenting design principles for tall building form, their relationship to public realm and how their design should address micro-climatic and sustainability aspects.

- Public Safety Zones (PSZ) are designated areas of land close to airport runways within which development is restricted in order to control the number of people at increased risk of aircraft related hazards. PSZ maps are published by the Department for Transport, with policy set out in Department for Transport circular 01/2010 (Control of development in airport public safety zones).
- AOD stands for 'above ordnance datum'. AOD heights (ie. 65m AOD) indicate the total height of the building/structure above sea level (which is a sum of the above sea level height of the land where the building stands and the height of the building on its own), while the building heights (ie. 45m high) indicate the height of the building on its own (ie. from the lowest point above the ground to its highest point).

POLICY CC4 – HERITAGE

Our approach

We will identify, conserve and take opportunities to enhance the historic environment and significance of the borough's heritage assets as a positive means of supporting an area's distinctive character and sense of history.

We will achieve this by

- A. Collating a borough-wide Heritage Strategy to guide a long-term, ambitious strategy for the continued conservation, enhancement and enjoyment of the significance of the borough's heritage assets, in consultation with the borough's local history societies and residents;
- B. Conserving and taking opportunities to enhance the significance of the borough's network of designated and non-designated heritage assets and their settings, identifying new assets where appropriate and recognising the cumulative positive impact of heritage assets in a given area in consultation with the borough's local history societies and residents. We will use Article 4 directions where appropriate to enhance conservation of character or fabric;
- C. Promoting heritage-led regeneration, particularly where this brings long term value and sense of place to development, such as in our town centres and along the Golden Mile. We will aim to secure the regeneration of heritage assets at risk, including those within Gunnersbury Park, Hanworth Park, Boston Manor House and the former Hounslow Powder Mills sites. We will work with developers, communities and other partners, such as Heathrow and Historic England, to deliver Heritage Interpretation, Design and Management Strategies;
- D. Working with Royal Botanic Gardens Kew World Heritage Site, London Borough of Richmond and Historic England to conserve and enhance the outstanding universal values of The Royal Botanical Gardens Kew World Heritage Site, its buffer zone and its setting, including views to and from this asset. This includes assisting in the implementation of the World Heritage Site Management Plan;
- E. Promoting the appropriate re-use of vacant or underused historic buildings, heritage assets and settings, including improvements to open spaces and public realm and supporting schemes that conserve the significance of, and provide the heritage asset with a sustainable, long-term use;
- F. 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;
- G. Working with our network of partners and communities to support Heritage Action Zone initiatives, public art and heritage trails that create a sense of place and celebrate and enhance awareness of the area's historic assets to encourage opportunities for informal recreation and to ensure the borough's heritage is accessible,

- appreciated, valued and enjoyed by residents, workers and visitors;
- H. Conserving and enhancing the strategic and local views identified in the Hounslow Characterisation and Growth Study and the Tall Buildings Study, or any subsequent update, that give the borough its character, visual richness and coherence; and by maintaining and updating a schedule of views;
 - I. Conserving and enhancing the borough's beneficial and historic landmarks identified in the Hounslow Characterisation and Growth Study, the Character, Sustainability and Design Codes SPD and the Tall Buildings Study, or any subsequent update, which provide a strong visual and physical presence in the townscape; and
 - J. Recognising the potential of archaeology to contribute locally to delivering positive benefits that conserve and enhance the historic environment, as well as contribute to the economic viability, accessibility and environmental quality of a place and to social wellbeing.

We will expect development proposals to

- K. Conserve, safeguard and take opportunities to enhance any heritage asset, its historic integrity, character, appearance and its setting in a manner appropriate to its significance, giving great weight to the assets conservation and avoid any further harm to the setting, views and significance of designated heritage assets;
- L. Retain, conserve, restore and reuse a heritage asset in a manner appropriate to its value and significance;
- M. Demonstrate that substantial harm to or loss of a heritage asset is avoided in the first instance and consent will be refused, unless it can be demonstrated that the harm was necessary to achieve substantial public benefits that outweigh the harm;
- N. Demonstrate that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset (see Glossary), this harm will be weighed against the public benefits of the proposal, including, where appropriate, securing the site or heritage asset's optimum viable use; or
- O. Have full regard to any harm to, or loss of, the significance of a non-designated heritage asset, including from both direct and indirect effects. Non-designated heritage assets include locally listed buildings, Archaeological Priority Areas and areas of special local character.
- P. 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;
- Q. Be of the highest quality of architectural; design and materials to contribute positively to the built heritage and image of the borough;
- R. Have full regard to the significance of the heritage assets including the setting of, and views to and from, such assets; and
- S. Consult the historic environment record, whoever is administering it, when developing proposals.

Buildings and structures

- A. T. In the case of alterations, extensions or changes of use of a heritage asset a proposal should demonstrate that:
- I. It is in keeping with the character of the building and harmonious with its surroundings and the wider character of the area; and, with particular respect to listed buildings or identified aspects of locally listed buildings, it preserves their special architectural or historic character and any features they may possess;
 - II. It is of a high quality design and sympathetic in terms of scale and form to the original building and in the use of materials and other details to the period and style of the original building;
 - III. Opportunities to mitigate or adapt to climate change through the retention, retrofit, re-use or adaptation are maximised as long as this is not to the detriment of important aspects of character;
 - IV. That it maintains the character of interiors and retain internal features of interest including layouts, methods and means of construction where these are important;
 - V. That the original use is no longer viable and the benefits of the proposed use are demonstrated and would be in keeping with the character of the area; and
 - VI. That a record is made and submitted of features of interest found, to be maintained and extended during works. Sustainability and salvage aspects should be factored into proposals.

Conservation areas

- U. Any development within or affecting a Conservation Area must conserve and take opportunities to enhance the character of the area, and respect the grain, scale, form, proportions and materials of the surrounding area and existing architecture; and
- V. Retain and reuse any building in a conservation area which makes or can be adapted to make a positive contribution to the character of the area. Where a building makes little contribution to the area, consent for demolition will not be given unless there are approved plans for redevelopment or reuse of the land which will conserve and enhance the character of the area. Sustainability and salvage aspects should be factored into proposals.

World Heritage Site

- W. Conserve, enhance and safeguard the historic integrity, character and appearance and avoid any further harm to the internationally recognised Outstanding Universal Value of the Royal Botanic Gardens Kew World Heritage Site, its Buffer Zone and its significance, setting, including views to and from the site.

Sites of archaeological importance

- X. We will expect the development proposal to submit an Archaeological

Evaluation Report if the proposal falls within or adjacent to an Archaeological Priority Area, with advice on the appropriate mitigation measures in the cases where excavation is justified;

Y. We may require that an on-site assessment by trial work (archaeological field evaluation) is carried out before any decision on the planning application is taken; and

Z. We will require any nationally important remains and their settings to be preserved permanently in situ, subject to consultation with Historic England as the borough's archaeological adviser. If preservation in situ is required the development proposal will need to accommodate this in the design;

AA. Major developments with significant archaeological impact are expected to provide proportionate offsetting in the form of cultural benefits for local people that are designed with regard to local social profiles.

Scheduled monuments

BB. Conserve and enhance a scheduled monument and its setting if affected. Proposals must assess and submit an evaluation report if the proposal affects a scheduled monument, with advice on the appropriate mitigation measures in cases where excavation is justified.

Strategic and local views

CC. Conserve and enhance any strategic or local views identified in the Hounslow Characterisation and Growth Study and Character, Sustainability and Design Code SPD and undertake a visual impact assessment to demonstrate no adverse impacts on the designated view or on views from Royal Botanic Gardens Kew World Heritage Site. Avoid any further harm to the setting and views of the Thames, ensuring any identified significant linear and panoramic views of the Thames are tested to understand the impact of development.

Registered parks and gardens

DD. Consider adding to the list and encouraging preservation and enhancement through appropriate management measures.

Listed Buildings at Risk

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

We are taking this approach because

6.18 The borough enjoys a network of heritage assets and aspects that defines its origins and illustrates distinctiveness. A heritage asset can be a landscape,

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

- 6.19 The distinctive historic environment of the West of Borough and surrounding areas are important assets. The Great West Corridor has a rich heritage, and the rhythm of notable buildings accentuating the route is a unique feature of the corridor and provides interest and distinctiveness to the Great West Corridor, particularly the Golden Mile stretch. Along the corridor, there are competing pressures to develop the area and conserve the heritage of the corridor. The two are not irreconcilable, but recent applications have shown the need for masterplanning and design guidance so that these two aspirations complement rather than clash with each other.
- 6.20 We will expect heritage statements to accompany all proposals affecting heritage assets and 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 should be proportionate to the significance of the asset affected.
- 6.21 The protection and enhancement of the historic environment is a core principle that as well a legal duty underpins sustainable development, as outlined in the NPPF. The NPPF sets out that substantial harm to heritage assets should be wholly exceptional, especially to assets of the highest significance, such as World Heritage Sites, scheduled monuments, grade I and II* listed buildings and grade I and II* registered parks and gardens. The borough's heritage assets are irreplaceable resources and are particularly sensitive to change and development, requiring special protection and careful treatment to sustain their value and importance for future generations. Development can impinge on the settings of the most important assets, whilst the value of lesser ones can be whittled away through attrition and incremental change. Alternatively their conservation and the sensitive reuse of heritage assets in regeneration and development proposals can act as an important catalyst, adding significant social, economic and environmental value and contributing positively to the quality and

character of new development, and the value of the borough.

Supporting facts

The borough's heritage assets

- The Characterisation and Growth Study Evidence Base has found that the character and identity of an area is heavily derived from its historical pattern of development, whether it's along the borough's historic Roman road and later incarnation as a great coaching route; its medieval pattern of lanes, villages, riverside settlements and the great estates; the effects of Hounslow Heath and the industrial revolution; its rows of Victorian terraced housing or art deco edged highways of the twentieth century; or the showpiece gems such as Boston Manor, Chiswick House, Osterley House and Chiswick Mall.
- The council maintains a Local List.

Notes

- Historic England has published a range of planning advice guidance documents to inform planning decisions relating to heritage assets, including the Good Practice Advice Notes and Historic England Advice Notes.
- The Royal Botanic Gardens Kew has published a range of guidance to inform planning decisions relating to heritage, including the Royal Botanic Gardens Kew World Heritage Site Management Plan (2020-2025) and the Statement of Outstanding Universal Value.
- The Mayor of London has published the London's World Heritage Sites: Guidance on Settings Supplementary Planning Guidance, which provides further guidance on planning decisions near the World Heritage Site.

POLICY CC5 – ADVERTISEMENT PANELS, HOARDINGS AND STRUCTURES

Our approach

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

We will achieve this by

- A. Focusing advertisements in town centres, shopping parades and areas of commercial activity;
- B. Ensuring that advertisements do not adversely impact on the setting of heritage assets, the skyline or the amenity of residential properties. Any impact will be assessed in terms of its significance;
- C. Encouraging all corporate branding, signage and advertisements (including illuminated advertisements and lighting) positively contribute to an area and resisting adverts that will cause severe harm in terms of townscape, amenity and public safety;
- D. Reviewing the existing Areas of Special Advertisement Control and where appropriate, designating additional areas for protection due to their sensitivities; and
- E. Encouraging the use of temporary shrouds and advertising where these make a positive contribution to the appearance of an area during construction or on-site works;

We will expect development proposals to

- F. Describe the advertisement and the supporting structures in every case;
- G. Demonstrate that the advertisement and associated structure are of a size, design, scale and degree of illumination that responds to and is compatible with the surrounding buildings, other advertising and the wider area;
- H. Demonstrate that the advertisement, the illumination and associated structure do not appear obtrusive or unduly dominant on the skyline, including during the hours of darkness. Reference should be made to the requirements of the ILP (Institute of Lighting Professionals) Technical Note 5;
- I. Be of a high quality design to support the enhancement of the borough's amenity. Advertisements on buildings should be integral to the building's design, working with the elevation and any architectural features, and relevant to the use and context. Proposals should not detract from the elevation or any architectural features to ensure that they are compatible with existing amenity. Free standing adverts should be well designed as architectural elements and avoid any impact on important views. A proliferation of stand-alone advertisements and billboards will be resisted as being harmful to townscape amenity;

- J. Demonstrate that the advert is sensitively placed and designed to not adversely impact sensitive heritage locations, the setting of heritage assets and strategic or local views;
- K. Demonstrate that the advertisement will not result in visual clutter or a proliferation of harmful advertising;
- L. Demonstrate that the advertisement, its illumination, and associated structure makes a positive contribution to amenity and will not adversely impact (or cumulatively impact) on the amenity of residential areas or pedestrians and vehicle movement and safety by being sensitively designed in terms of their size, location and degree of illumination, their impact on the local context, street-scene, the building on which some are displayed, designated and non-designated heritage assets including their settings and wider townscape;
- M. Contribute good quality hard and soft landscaping to enhance the appearance of the area, where there is potential to do so.

We are taking this approach because

- 6.22 We have evaluated the existing character and aspirations for the enhancement of the character of the borough, and identified where advertisements should be focused and where they should be avoided - including Areas of Special Advertisement Control.
- 6.23 There is continuing demand for outdoor advertisements in commercial areas of the borough and along the major arterial routes. In particular, the Great West Road and M4 - stretching from Chiswick through Brentford - already has a significant number of tall advertisement structures. The council has consistently and successfully resisted and enforced against inappropriate advertisement installations that are unacceptable in terms of safety and amenity, for reasons including the unacceptable addition of visual clutter, dominance of the area, detrimental impact to the pedestrian and cycling experience, or impact upon the skyline due to their height. The luminosity or visual impact because of intensity/frequency of any digital display is also a significant factor. The council may seek to provide additional guidance on siting and design of advertisements through a Supplementary Planning Document.
- 6.24 We recognise that well designed and carefully located advertising, corporate branding and signage (including lighting and illumination) can contribute to the creation of a vibrant commercial image and positive approach to focused inward investment and regeneration to parts of the borough.

Supporting facts

- Although many signs can be displayed without express consent, the council has powers to control the most prominent outdoor advertisements under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Planning permission is required unless the advertisement is allowed for in The Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

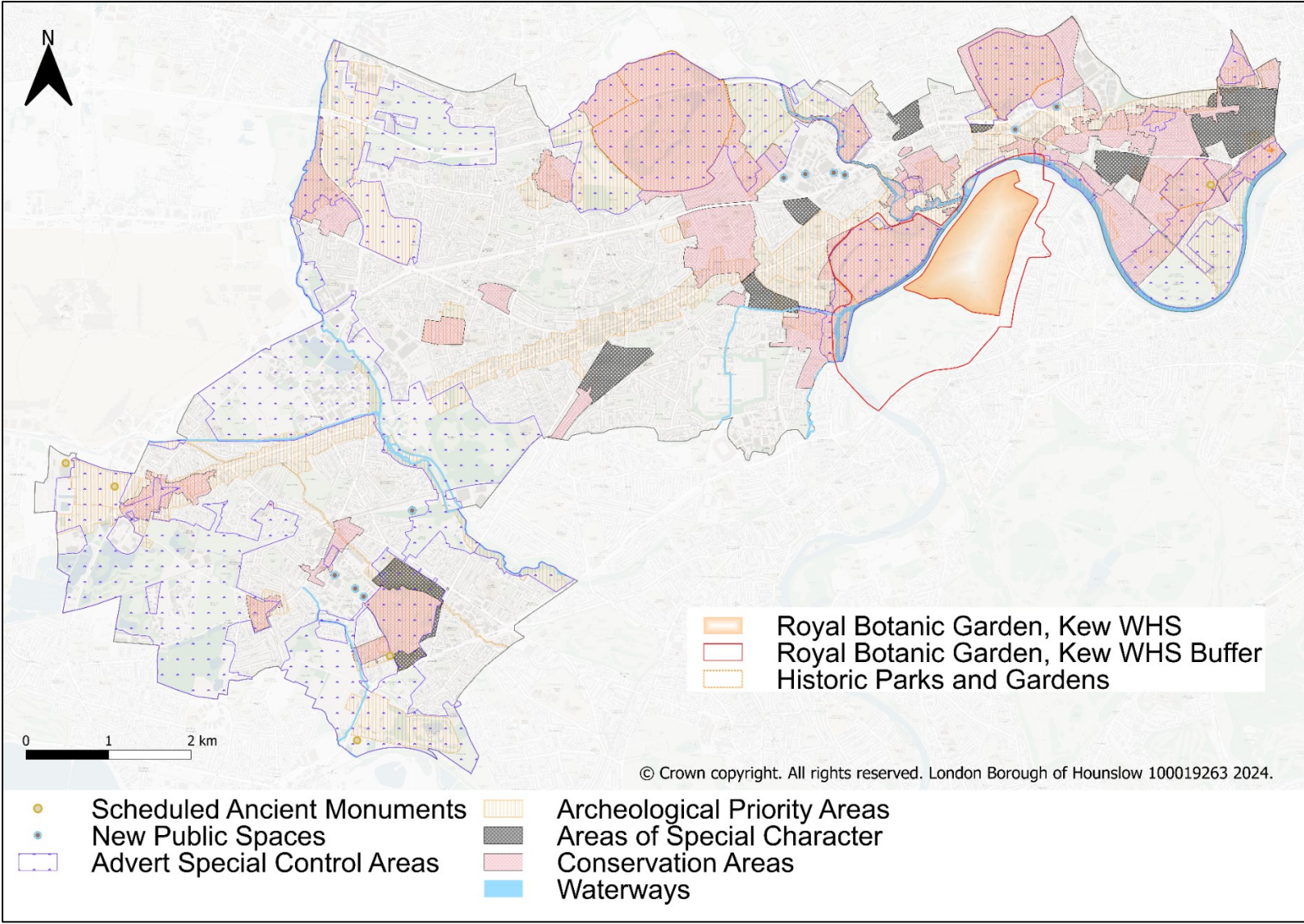


Fig CC1: Hounslow's Heritage Designations

CHAPTER SEVEN

GREEN AND BLUE INFRASTRUCTURE

POLICY GB1 - GREEN BELT AND METROPOLITAN OPEN LAND

Our approach

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

We will achieve this by

- A. Establishing a Green Belt boundary, to ensure that it is strong and permanent, following selective and limited alterations to release land to help meet requirements for additional industrial land near to Heathrow;
- B. Establishing the extent of Metropolitan Open Land in line with the Mayor of London's designation;
- C. Protecting Green Belt and Metropolitan Open Land by ensuring that any development is not inappropriate and meets the purposes of the Green Belt and Metropolitan Open Land; and
- D. Working with partners to improve public access to – and ecological value of - the Green Belt and Metropolitan Open Land, including the promotion of sports, recreation, leisure and cultural uses that fall within the acceptable uses outlined in the NPPF. Supporting 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. Supporting projects to enhance the ecological value and quality of habitats in these areas, where there is no conflict with openness or the purposes of the designations.

We will expect development proposals to

- E. Be compatible with and not inappropriate development in the Green Belt (as set out in the NPPF) or Metropolitan Open Land (as outlined in the London Plan);
- F. Carefully consider the cumulative impact of extensions and alterations to existing development in the Green Belt and Metropolitan Open Land;
- G. Conserve and enhance the nature conservation, landscape and recreation and amenity value of Green Belt and Metropolitan Open Land through positive management;
- H. Improve public access to the Green Belt and Metropolitan Open Land; and
- I. Maintain the openness, setting and visual amenity where it is located

near the Green Belt and Metropolitan Open Land, with particular attention given to the location, setting, design, materials, height and landscaping. Proposals near to the Green Belt and MOL should ensure no harm to the ecological value or quality of habitats on Green Belt or MOL land.

- J. Where proposals come forward on land released from the Green Belt through this plan, they should contribute to compensatory improvements to the remaining Green Belt land. Such contributions will be used towards improvement schemes outlined in Green Space Strategies and masterplans such as the Colne and Crane Valley Green Infrastructure Strategy, the Hounslow Green & Blue Infrastructure Strategy (GBIS) and the Hounslow Nature Recovery Action Plan (NRAP) as well as any schemes included in the forthcoming London Local Nature Recovery Strategy (LNRS).

We are taking this approach because

- 7.1 Green Belts prevent urban sprawl by keeping land permanently open. They assist in safeguarding the countryside, preserve green infrastructure and biodiversity, and support urban regeneration by encouraging the re-use of existing urban land. The NPPF gives the purposes of the Green Belt strong policy protection and should be referred to for guidance on the forms of development which are not inappropriate in the Green Belt.
- 7.2 Metropolitan Open Land is afforded the same level of protection as the Green Belt by the policies in the London Plan. It is defined in the London Plan as strategic open land within the urban area that contributes to the structure of London and plays an important role as part of London's multi-functional green infrastructure. Policy G3 of the 2021 London Plan states that boroughs should work with partners to enhance the quality and range of uses of MOL. Such improvements are likely to help human health, biodiversity and improve overall quality of life.
- 7.3 Both the Green Belt and Metropolitan Open Land make up a large and important part of the borough's green infrastructure, playing a significant role in providing space for habitats and biodiversity, and access to nature for local residents. They also boost environmental resilience by helping to control flood risk and mitigating the risks of climate change. These designations make up large parts of a network of open spaces, linking the borough and beyond as part of the Mayor of London's All London Green Grid (or any superseding framework).
- 7.4 The Metropolitan Green Belt is a significant feature of the borough and covers a significant portion 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.
- 7.5 Hounslow's assessed need for new employment floorspace is substantial, and there is currently a shortfall of land to meet the needs of businesses operating

close to Heathrow airport, such as in the warehousing and logistics sectors. In the context of a limited land supply from other sources and having fully examined all other reasonable options for meeting 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 this unmet need for employment development. The Council considers that, following the approach in NPPF paragraphs 145 and 146 and London Plan policy G2 (B), exceptional circumstances are demonstrated justifying a small number of Green Belt releases, and that a strategy of releasing these selective parcels will strengthen the remaining Green Belt. 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.

7.6 NPPF paragraph 147 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. The Council will therefore seek contributions 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 masterplans such as the Colne and Crane Valley Green Infrastructure Strategy and Council Infrastructure Delivery Plan.

POLICY GB2 - OPEN SPACE

Our approach

We will protect and enhance Local Open Space, and seek to extend provision where appropriate, to further strengthen the green & blue infrastructure network.

We will achieve this by

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

We will expect development proposals to

- G. Protect existing Local Open Space from development, especially where it would lead to a deficiency in publicly accessible open space, unless it satisfies the criteria for such development in the NPPF in that: it has been assessed as clearly surplus to requirements; or it would be replaced by equivalent or better provision in a suitable location; or the development is for alternative sports and recreational provision, the need for which clearly outweighs the loss;
- H. Avoid the loss of or encroachment upon Local Open Space, or intrusion into an open aspect. Development ancillary to the open space use must preserve its predominantly open character; and
- I. Enhance and enable the provision of publicly accessible Local Open Space in the borough, especially in areas of open space deficiency as identified by the Hounslow Green and Blue Infrastructure Strategy or any superseding document. Major developments should achieve this through on-site provision wherever possible, particularly in areas of substantial change and intensification, and secure public access via s106 obligations where appropriate.

We are taking this approach because

- 7.7 Together with the borough's Green Belt and Metropolitan Open Land, Local Open Spaces are integral to the character and image of the borough, breaking up the built environment, and adding to local context and amenity. They make an important contribution to the health and well-being of borough residents, providing space for sport, physical activity and play, as well as tranquil spaces for quiet recreation.
- 7.8 Local Open Space is a key element of green infrastructure and plays a role in providing habitats and biodiversity, and boosting environmental resilience by helping to control flood risk and mitigating the risks of climate change. The borough's open spaces provide green connections around and beyond the borough as part of London's green infrastructure network (making up the Mayor of London's All London Green Grid, or ALGG), for use by people and wildlife.
- 7.9 The majority of open spaces in the borough are highly valued by local residents for their landscape, heritage, biodiversity or space for recreation, and provide areas for community activities and cultural events. In this respect, they can help aid community involvement and the general well-being of residents. As such, the provision of open space relative to the population will be kept under review and considerations of whether Local Open Space be regarded as surplus in accordance with clause (g) of this policy should take into account the needs arising from future population growth. The Council will continue to assess the state of the borough's green and blue infrastructure network, and will set out appropriate actions for enhancement opportunities through the Hounslow Green and Blue Infrastructure Strategy, or any superseding or subsidiary documents.

POLICY GB3 - OPEN SPACE IN EDUCATION USE

Our approach

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

We will achieve this by

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

We will expect development proposals to

- C. Demonstrate there is a clear need for increased education provision, consistent with Policy CI2;
- D. Demonstrate that the open space is currently used for educational purposes;
- E. Meet the requirements of policy GB1 where land is designated as Green Belt or Metropolitan Open Land, or policy GB2 for land designated as Local Open Space. In other locations, development proposals should still minimise the impact on or loss of open space within an education use;
- F. Retain and enhance playing fields, sports pitches and other existing uses in these spaces. It should be demonstrated that the quality of provision, and ability to make use of the pitch or open space, is not significantly impacted; and
- G. Provide public access to open space in educational use where possible, including the use of sports fields and facilities via Community Use Agreements in S106 agreements where appropriate.

We are taking this approach because

7.10 The council has a statutory duty to ensure there is sufficient capacity and high quality of educational provision for primary phase, secondary phase and special education and disability needs (SEND) children and young adults, as well as an early year's provision (EYP). Policy CI 2 sets out the approach to be taken for the provision of new and improved education facilities.

7.11 While development for education uses should be steered to brownfield land wherever possible, there may be the need to develop or extend existing school or education sites, many of which are located within open space (including Green

Belt, Metropolitan Open Land or Local Open Space designations). These proposals will require careful consideration, taking account of both wider sustainability objectives and the need to minimise the loss of open space.

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

POLICY GB4 - THE GREEN INFRASTRUCTURE NETWORK

Our approach

We will protect and enhance the green infrastructure networks throughout the borough, particularly those identified as part of the Mayor of London's All London Green Grid (or any superseding framework). The network will be improved to maximise its diverse benefits and multiple functions, and measures which increase public access and facilitate further links between open spaces will be encouraged.

We will achieve this by

- A. Identifying and protecting the existing green infrastructure network, including the grid identified in the Mayor of London's All London Green Grid SPG (or any superseding framework);
- B. Working with partners to deliver projects that enhance and maximise the benefits of the green infrastructure network. We will also promote the development of new green chains and corridors where these can benefit local residents and biodiversity, and contribute to climate and wider environmental resilience through promoting the use of nature-based solutions;
- C. Promoting projects to improve access to the green infrastructure network and accessibility between open spaces, and to form a network for sustainable and active travel, consistent with the Hounslow Green and Blue Infrastructure Strategy, the Nature Recovery Action Plan and relevant supplementary planning documents; and
- D. Working with neighbouring authorities to develop opportunities for cross-boundary green infrastructure improvements where these have been identified.

We will expect development proposals to

- E. Make a positive contribution to the green infrastructure network by improving its quality, functions, linkages, accessibility, design, biodiversity value and management in line with the Mayor's ALGG (or any superseding framework), the Hounslow Green and Blue Infrastructure Strategy and Nature Recovery Action Plan (or any superseding documents), and relevant supplementary planning documents;
- F. Incorporate nature-based solutions where feasible to achieve combined outcomes for surface water management and nature recovery. This could include the delivery of SuDS, swales, green roofs and rain gardens in accordance with the Council's Supplementary Planning Documents;
- G. Incorporating elements of green infrastructure on site to integrate into the wider network of green infrastructure, and assist in the greening of the borough. Major residential and commercial development proposals should follow the Urban Greening Factor (UGF) approach set out in the London Plan, with development schemes achieving the

Mayor's interim target scores (0.4 for predominantly residential schemes and 0.3 for predominantly commercial schemes) until local Hounslow UGF target scores have been established through a supplementary planning document. Major industrial (B2 and B8) schemes should set out what measures have been taken to achieve urban greening on-site, and quantify what their UGF score will be post-development;

- H. Undertake a Tree Survey where any trees, woodland or hedgerows are located either within the site or on land immediately adjacent to the site;
- I. Retain mature trees and trees of value within the development site, however where it has been demonstrated that this is not possible, provide replacement trees to at least the equivalent level of benefit through on-site delivery in line with the Tree Replacement Matrix set out in Table GB4.1, or via a contribution for off-site delivery where this is not possible; and
- J. Demonstrate that there will be no significant adverse impact on the borough's green infrastructure.

We are taking this approach because

7.13 Hounslow has developed a Green and Blue Infrastructure Strategy (GBIS) which identifies opportunities for enhancements to green and blue infrastructure, ensuring it is optimised and considered in an integrated way as part of a network, consistent with the London Plan. Our green and blue infrastructure forms a multifunctional, interdependent network of open and green spaces and other urban green and blue features (e.g. green roofs, SuDS, raingardens etc). The network includes the Blue Ribbon Network but excludes the associated hard-surfaced public realm. This network lies within the urban environment and the urban fringe, connecting to the surrounding countryside and other green and blue assets beyond the borough boundary.

7.14 The green and blue infrastructure network provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health (including formal and informal play and recreation); green transport links (walking, wheeling and cycling routes); ecological connectivity and habitats; and food growing. Green and open spaces of all sizes can be part of green and blue infrastructure provided they contribute to the functioning of the network as a whole. In addition to the GBIS, the Nature Recovery Action Plan 2023-28 (NRAP) priorities and actions should be taken into account when enhancements to the green and blue infrastructure network are proposed (see Policy GB7 Biodiversity).

7.15 The borough's green infrastructure network includes its open spaces and nature conservation areas, as well as residential gardens which play an important role in connecting green spaces across urban areas. Green links in the borough include the River Thames, River Brent and Grand Union Canal, the Crane Corridor and Duke of Northumberland's River, which connect with adjoining boroughs and districts. The quality of access to and along green chains and

corridors varies across the borough, from the relatively well-maintained Thames Path (a National Trail) to less well maintained areas in the west of the borough and around the River Brent and Grand Union Canal. The Council will continue to promote initiatives to improve sustainable travel and maximise the use of green chains and corridors to improve access and connectivity in line with the GBIS. Guidance on actions to promote climate and environmental resilience (including adaptation measures and other nature based solutions) will be set out in the emerging Hounslow Climate Change Resilience Plan.

7.16 London Borough of Hounslow is split between three Green Grid areas identified in the Mayor's All London Green Grid SPG 2012. These are:

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

7.17 It should be noted that the Mayor is in the process of reviewing and updating the All London Green Grid SPG to provide a new London Green Infrastructure Framework (LGIF) which will set out an overarching vision and spatial evidence base to target and prioritise new, improved and protected green and blue infrastructure (GI) across London. This will work in tandem with the London Local Nature Recovery Strategy (LNRS) to identify thematic and spatial priorities for nature recovery in London.

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

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

7.19 This policy adopts the Urban Greening Factor (UGF) approach set out in London Plan policy G5. Until such time as a local approach is introduced, development proposals should achieve the Mayor's recommended interim targets scores of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses). Taking forward the guidance set out in the London Plan, industrial developments should set out what measures have been taken to achieve urban greening on-site, and quantify what their UGF score will be post-development. It is the Council's ambition to introduce local borough-wide targets through a supplementary planning document, whilst retaining the calculation methodology, surface cover types and surface cover factor scores set on in the London Plan. Urban greening should also be wildlife friendly and biodiversity supporting as per policy GB7 Biodiversity and guidance set out in the Mayor of London and London Wildlife Trust's Urban Greening for Biodiversity Net Gain: A Design Guide (2021).

7.20 The Hounslow Tree Plan and Tree Management Policy (TPTMP) is a subsidiary document to the Hounslow GBIS. The TPTMP has been designed to

ensure that adequate tree replacements are carried out when trees are lost, and provides an appropriate valuation system for determining existing benefits as per London Plan policy G7, C. Trees lost to development are to be replaced on site as per Table GB4.1 below. However, where it is not possible to plant a sufficient number of replacement trees on site to at least the equivalent level of benefit, developers will need to pay a contribution to the Council via S106 agreement to fund new tree planting on public land. The Hounslow Tree Plan and Tree Management Policy will set out more guidance on the exceptions, species and detailed requirements for replacement trees that may be required.

Table GB4.1: The Hounslow Tree Replacement Matrix (on-site)

Trunk diameter of tree lost to development (cm measured at 1.5 metres above ground level)	No. of replacement trees
<15	0–1
15–19.9	1
20–29.9	2
30–39.9	3
40–49.9	4
50–59.9	5
60–69.9	6
70–79.9	7
80 +	8

POLICY GB5 - BLUE RIBBON NETWORK

Our approach

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

We will achieve this by

- A. Assessing proposals for development within, over or adjacent to waterbodies for their impacts on the waterbody, waterside environments and navigation, in line with the South East Inshore Marine Plan (SEIMP), the London Plan and guidance from the licensing stakeholder;
- B. Recognising the strategic importance of the River Thames, including maintaining the established Thames Policy Area designation and through working with Thames Landscape Strategy partners to promote enhancement of the river environment;
- C. Protecting and prioritising water-related uses and related infrastructure that supports the active use of the Blue Ribbon Network, including slipways, land storage, wet docks, dry docks, moorings, workshops, cranes, canopied warehouses, piers, marinas and boat launches;
- D. Promoting opportunities for improved access to and connectivity along waterways, including towpath improvements and the provision of related infrastructure to support walking & wheeling, cycling, leisure and recreation, as well as river-based transport;
- E. Recognising the role the Blue Ribbon Network plays in flood and surface water management, by safeguarding access to flood defences, creating spaces for water and working with the Environment Agency and other partners to implement the actions of the Thames Estuary 2100 plan;
- F. Protecting and enhancing aquatic and riverside habitats in the Blue Ribbon Network, consistent with the Hounslow Biodiversity Action Plan, Hounslow Nature Recovery Action Plan and London LNRS; and
- G. Promoting the improvement of water quality in the Blue Ribbon Network, including through the naturalisation of rivers and other appropriate measures consistent with the Thames River Basin Management Plan, and by working with the Environment Agency and other partners to deliver measures which safeguard and improve watercourses in line with the Water Framework Directive;

We will expect development proposals to

- H. Demonstrate that adverse impacts on aquatic and waterside environments are avoided where developments in, over or adjacent to waterbodies are proposed (for residential moorings, refer to Policy GB6). Development will need to have regard to the South East Inshore Marine Plan (SEIMP) when located within the marine plan area;
- I. Have regard to the context and character of the Blue Ribbon Network, consistent with the Character, Sustainability and Design Code SPD (or any superseding guidance) and Thames Landscape Strategies, where development in the Thames Policy Area is proposed;
- J. Contribute toward the restoration of waterbodies to their natural state

through de-culverting, concrete removal, in-channel works and other appropriate measures, in line with actions of the Thames River Basin Management Plan. Developers should also seek to create natural spaces for water such as wetlands which can help to enhance flood and drought resilience, increase carbon sequestration and promote nature recovery;

- K. Ensure developments are set back to provide either: a minimum 8m buffer strip to any main river; a minimum 16m buffer strip to the Thames Tidal defence; or a minimum 5m buffer strip to any ordinary watercourse.

Where feasible, these buffer strips should be left undeveloped or 'natural' to promote flood resilience and ecological connectivity;

- L. Maximise the use of SuDS on sites to address surface water flooding, increase water efficiency and to achieve an improvement in water quality in line with the aims of the Water Framework Directive;
- M. Provide a Water Framework Directive (WFD) assessment of the impact of the proposal on the status of a given waterbody where it is likely that a proposal would have an adverse impact. The assessment should consider the potential for the development to prevent the achievement of 'good' ecological and chemical status of the waterbody in future; and
- N. Consider the impact of the development upon biodiversity, including the management of invasive non-native species (as per Policy GB7).

We are taking this approach because

7.21 The Hounslow Green and Blue Infrastructure Strategy (GBIS) sets out the important role that the blue infrastructure network has upon managing flooding, providing for biodiversity and enhancing the overall amenity of the landscape. The GBIS acknowledges that a functional blue ribbon network (as part of the wider green and blue infrastructure network) will have a crucial role in meeting the challenges of climate change, particularly the increased likelihood of extreme weather events which will lead to more frequent and severe tidal, fluvial and surface water flooding. The GBIS also recognises the important role blue corridors play in protecting and enhancing biodiversity as part of the wider nature recovery network. Further guidance on actions to promote climate and environmental resilience (including addressing water stress and flood risk) will be set out in the emerging Hounslow Climate Change Resilience Plan.

7.22 The South East Marine Plan introduces a strategic approach to planning within the English inshore waters between Felixstowe in Suffolk, and west of Dover in Kent (including full stretch of the Tidal Thames). It provides a clear, evidence-based approach to inform decision-making by marine users and regulators on where, when, or how activities might take place within the south east inshore marine plan area.

7.23 The borough is shaped by its waterways, particularly the River Thames, which is important to all of London, the Rivers Brent and Crane, the Portlane Brook (also known as Lower Feltham Brook) and Osterley Park Boundary Stream.

However, the Blue Ribbon Network also includes the Longford and Duke of Northumberland's Rivers, the Grand Union Canal, a number of former millstreams, and other waterbodies such as Bedfont Lakes. The full list of Hounslow waterbodies (and operational catchments) covered by the Water Framework Directive (WFD) are listed below:

- Crane (Crane Rivers and Lakes)
- Lower Brent (Brent Rivers and Lakes)
- Lower Thames Gravels (Colne Groundwater)
- Portlane Brook (Crane Rivers and Lakes)
- Longford River (Crane SWT)
- Lower Duke of Northumberland's River (Crane SWT)
- Upper Duke of Northumberland's River (Crane SWT)
- Surrey Ash (Colne)

7.24 These waterbodies have multifunctional roles: they form natural open spaces and biodiverse habitats, providing a network of ecological corridors which offer a sense of relief from the built environment; provide opportunities for leisure, recreation, employment and sustainable and active transport; perform flood and surface water management functions; and contribute to local context and character. In recognition of the strategic role of the Blue Ribbon Network, the council participates in the Thames Strategy partnerships (Thames Landscape Strategy, Hampton to Kew and Thames Landscape Strategy Kew to Chelsea), the Crane Valley Partnership and the Brent Catchment Partnership, and works with other partners, including the Canal & River Trust, the Port of London Authority, the Marine Management Organisation, the Environment Agency, Natural England, Historic England, landholders and community groups to maximise the network's potential.

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

POLICY GB6 - RESIDENTIAL MOORINGS

Our approach

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

We will achieve this by

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

We will expect development proposals to

- E. Have regard to the context and character of the waterway and wider landscape;
- F. Provide adequate servicing where appropriate, including provisions for water, electricity, waste and sewage;
- G. Provide secure access to the waterbank;
- H. Demonstrate that the mooring and associated development and servicing do not impede other waterside uses, paths or access to the waterway; and
- I. Consider the impact of any new mooring upon biodiversity, including the management of invasive non-native species (as per Policy GB7)

We are taking this approach because

7.26 The multifunctional role of the Blue Ribbon Network includes providing housing in the form of residential moorings, or houseboats as they are more commonly known. These can play a role in contributing to the borough's supply of housing, and in doing so contribute to communities and the unique water-oriented character of parts of the borough. However, the position and concentration of residential moorings require due consideration, so that conflicts with other water-related uses (such as economic activity, transport and recreation) are avoided. There are also environmental considerations that proposals should consider, such as a mooring's compatibility with the waterbody in terms of flood risk, marine and riparian biodiversity, and water quality. Further, residential moorings should be provided with adequate services and facilities, such as electricity and other utilities, and provision for waste management. Moorings have also been observed to contribute to the transportation and spread of invasive non-native species, so consideration must be made to the effective management of such. Requirements for invasive non-native species surveys and management plans are set out in Policy GB7 Biodiversity.

POLICY GB7 – BIODIVERSITY

Our approach

We will protect and enhance the London Borough of Hounslow's natural environment and seek to create net gains in the quantity and quality of the borough's biodiversity through taking a nature recovery network-led approach.

We will achieve this by

- A. Permitting development only where it can be shown that significant adverse impact on biodiversity has been avoided, mitigated, or as a last resort, compensated for;
- B. Protecting designated international, national and local nature conservation areas (including SINC) as set out in supporting text , and supporting new designations locally where appropriate;
- C. Promoting the conservation, restoration and enhancement of priority habitats and ecological networks, and taking actions to promote the protection and recovery of priority species;
- D. Protecting irreplaceable habitats (including ancient woodland and veteran trees) from loss or deterioration in line with the NPPF;
- E. Promoting the qualitative enhancement of biodiversity sites, including improvements to access, connectivity and the creation of new habitat, in line with the Hounslow Biodiversity Action Plan (BAP), Hounslow Nature Recovery Action Plan (NRAP), London Local Nature Recovery Strategy (LNRS), or any other superseding document;
- F. Working with partners, including the Hounslow Biodiversity Partnership, the Crane Valley Partnership, the Brent Catchment Partnership and the Thames Landscape Strategy to improve conditions for biodiversity; and
- G. Encouraging the greening of the borough, through landscaping and tree planting, and protecting existing trees through Tree Preservation Orders (TPOs).

We will expect development proposals to

- H. Achieve at least 10% biodiversity net gain (BNG) by:
 - I. submitting a draft Biodiversity Gain Plan to support the application. This should include a draft version of the DEFRA Statutory Metric or Small Sites Metric (as appropriate) with baseline and post-development sections completed as far as possible, in addition to the national minimum information requirements and any other information which may be necessary to demonstrate how a 10% gain will be achieved;
 - II. demonstrating that the mitigation hierarchy and biodiversity gain hierarchy have been applied to minimise development impacts. Any off-site compensation should be delivered as close to the site as possible, with a strong preference for off-site delivery within the borough boundary;
 - III. using the most up to date national biodiversity net gain

- calculation methodology (the DEFRA Biodiversity Metric and Small Sites metric, or any other superseding approach);
- IV. considering how BNG gains will support local nature recovery priorities, including through applying an appropriate strategic significance score to habitat units in line with the DEFRA Statutory Biodiversity Metric User Guide. Developers should refer to the Hounslow Nature Recovery Action Plan (NRAP) when assessing the strategic significance of habitat types until the London LNRS has been adopted; and
 - V. demonstrating how gains will be maintained and protected for the lifetime of the development, or the national minimum requirement of 30 years, whichever is the greater. A Habitats Management & Monitoring Plan should be submitted where significant on or off-site habitat enhancement or creation is proposed;
 - I. Ensure impacts to statutory sites are assessed according to legislative requirements, and that any potential harm to a SINC is assessed in line with the mitigation hierarchy set out in the London Plan;
 - J. Incorporate biodiversity supporting green and blue infrastructure, and other habitat features into scheme design. This should include wildlife-friendly urban greening measures in line with the Mayor's UGF approach and supporting guidance (see policy GB4), as well as other design measures to promote biodiversity such as swift bricks, artificial hibernacula, bat and bird boxes, as appropriate;
 - K. Prepare ecological plans and strategies where major developments are proposed in order to demonstrate how proposals have addressed impacts and have had consideration for achieving strategic nature recovery objectives;
 - L. Contribute to the actions set out in the Hounslow BAP, Hounslow NRAP, London LNRS, or any other superseding document; and
 - M. Undertake a survey for invasive non-native species within the development site prior to site clearance, and where invasive non-native plant species are found, produce a management plan to ensure all efforts are taken to avoid their spread.

We are taking this approach because

7.27 Despite being largely developed, the borough's significant open space, plus its location on the River Thames, provides the borough with diverse habitats and a rich wildlife resource. This includes 954ha of open space managed wholly or partly for nature conservation, with many other areas and the built environment also hosting incidental species and habitats. As well as hosting sites that are of importance to the local communities, the borough includes areas of nature conservation that have national and international protection, as set out below. The future development planned for the borough will place pressure on these habitats. However, in line with a strategic approach to achieving net gains for biodiversity, it also presents opportunities for the creation of new habitats and

improvements to existing sites in order to drive nature recovery. The provision of new habitats should focus on priority habitats and should give consideration to native and priority species taking into account the species' adaptability to climate change.

- 7.28 The borough's Biodiversity Action Plan 2011-2016 (BAP) is superseded by the Nature Recovery Action Plan 2023-28 (NRAP) which provides a strategic overview of biodiversity in the borough and sets out a range of actions to promote nature recovery in Hounslow as part of a nature recovery network approach. The NRAP recognises, and where appropriate, takes forward the actions set out in the BAP, and provides detail on habitats and species across the borough. It highlights and prioritises issues and actions to protect, connect, create & enhance, drive engagement and promote the nature recovery network, and to conserve and enhance wildlife as per our statutory duties. The NRAP is designed to feed into the London LNRS which will be brought forward by the GLA and will cover the wider London region as required by the Environment Act 2021.
- 7.29 To prevent the degradation of natural habitats, designated and local sites will be protected, and development proposal must demonstrate that they do not cause adverse impacts, whilst contributing to their qualitative improvements through providing better access or on-site improvements. Open space provision and wildlife-friendly urban greening in development provides an opportunity to create new habitats through landscaping, tree planting and the retention of existing trees, and innovative design features such as green roofs, swift bricks, artificial nesting structures for bats or birds, hedgehog highways and rain gardens.
- 7.30 Biodiversity Net Gain (BNG) is a new approach to development which aims to leave the natural environment in a measurably better state than it was prior to development having taken place. The statutory framework introduced under Schedule 7A of the Town and Country Planning Act 1990 (by the Environment Act 2021) requires all planning permissions granted in England (with some exemptions) to deliver at least 10% BNG. The Council have introduced additional local policy requirements around BNG which aim to complement and expand upon the statutory BNG framework to ensure developments deliver net gains in a way that ensures habitat creation and enhancement is considered early on in the planning process. The policy also sets out how biodiversity gains should support local nature recovery priorities (including applying strategic significance scores in the Defra Metric) and sets out expectations around off-site compensation and long term maintenance.

The borough's biodiversity designations

Special Protection Areas (SPAs) and Ramsars

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

Sites of Special Scientific Interest (SSSIs)

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

Sites of Importance for Nature Conservation (SINCs)

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

Local Nature Reserves (LNRs)

LNRs protect wildlife or geological features that are of special interest locally, and are designated by Natural England. There are currently ten LNRs in the borough covering 163ha, the largest being Hounslow Heath. An application for a further LNR is also being progressed at Northcote Nature Reserve (Northcote Avenue, Isleworth).

POLICY GB8 - ALLOTMENTS, AGRICULTURE AND LOCAL FOOD GROWING

Our approach

We will encourage the continued use of allotments and agricultural land, and promote new, innovative local food growing uses within green and other spaces, including community farming, gardening and orchards, as well as sustainable commercial food production where appropriate.

We will achieve this by

- A. Retaining existing allotments and resisting their loss unless in accordance with the borough's Allotment Strategy;
- B. Protecting best and most versatile agricultural land in line with the NPPF;
- C. Working with partners and local communities to identify sites with potential for local food growing and supporting developments and other projects that promote community gardening, urban agriculture, farming and orchards, including 'meanwhile uses' where feasible;
- D. Supporting proposals in appropriate locations for other innovative community food related uses such as community-led 'social supermarkets' where this would not conflict with other policies in this plan; and
- E. Supporting initiatives for sustainable commercial food production where appropriate.

We will expect development proposals to

- F. Be consistent with and positively contribute to the open space and/or nature conservation designation of the land;
- G. Protect and improve the quality of allotments and growing spaces, and have due regard to development impacts on aspects such as daylight/sunlight, soil conditions, safety and access. Where appropriate, development should contribute towards allotment improvement measures as set out in the Hounslow Allotment Strategy;
- H. Retain allotments and the best and most versatile agricultural land, unless it can be demonstrated that they are no longer required for food production or viable for such purposes. In the event that such land is no longer required, the feasibility of appropriate alternative open space uses which allow the site to maintain its value for growing food such as community gardens or orchards, should be considered first; and
- I. Avoid adverse impacts on adjacent allotments or agricultural land, and provide suitable mitigation where appropriate.

We are taking this approach because

- 7.31 The use of green space for local food growing has many benefits, by promoting more active, healthy lifestyles, adding to local residents' connection

with and sense of ownership of local green spaces and supporting wider sustainability benefits. Local food growing can also help foster greater social cohesion and increase community resilience by providing a ready source of locally produced, healthy and affordable food. Other community-led projects which improve access to affordable, healthy food will be supported, such as social supermarkets.

7.32 There are 29 allotment sites (in active use) managed by the Council, which seeks to improve them to meet local demand. In line with the actions set out in the Hounslow Allotment Strategy, improvement works to allotments are underway to maximise their value for health and well-being, stronger communities, biodiversity and sustainable living.

7.33 Promoting sustainable agriculture and commercial food growing, and encouraging farmers to adopt environmental stewardship schemes, can also help improve the biodiversity value of urban fringe areas and the Green Belt.

POLICY GB9 - PLAYSACE, OUTDOOR SPORTS FACILITIES AND BURIAL SPACE

Our approach

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

We will achieve this by

- A. Promoting the provision of high quality play and informal recreation spaces that cater for a range of age groups and help meet the needs of the borough's growing child population in line with the Hounslow Green and Blue Infrastructure Strategy (or any superseding document);
- B. Supporting high quality sports facilities to meet demands for a range of sports and active pursuits across the borough in line with the Playing Pitch Strategy, providing they are acceptable uses in accordance with policies GB1 and GB2;
- C. Promoting the multifunctional use of existing open space for play and sports, including school sports facilities and playing fields;
- D. Ensuring burial space is preserved to ensure availability of provision to meet the borough's burial needs now and in the future; and
- E. Resisting the loss of play areas or outdoor sports facilities, including playing fields.

We will expect development proposals to

- F. Be consistent with the open space and/or nature conservation designation of the land;
- G. Avoid the loss of play areas, burial spaces or outdoor sports facilities, including playing fields, except in very special circumstances in accordance with the NPPF;
- H. Ensure outdoor sports facilities retain a sense of openness. Where floodlighting can enable longer use of outdoor sports facilities, proposals should avoid unacceptable adverse impacts on local residents, biodiversity (as set out in policy GB7), and/or the openness and setting of the open space in question;
- I. Contribute to the provision of improved outdoor sports facilities in line with the Infrastructure Delivery Plan, where appropriate; and
- J. Contribute to the improvements or expansion of play and informal recreation spaces, and provide new play spaces and child-friendly public realm in areas of deficiency, where appropriate and in accordance with the standards set out in the London Plan and associated guidance, the Hounslow Character, Sustainability and Design Codes SPD and emerging Public Realm Design Guidance.

We are taking this approach because

- 7.34 The multifunctional use of open spaces for play, sport and recreation is important, and should be optimised. Play, sport and recreation are an integral part of the borough's social infrastructure, and contribute to the health and well-being of borough residents, both young and old. The Hounslow Playing Pitch Strategy (PPS) has been developed in partnership with Sport England and the National Governing Bodies of Sport to help protect and enhance the use of existing playing fields for various sports, and plan for where more facilities are required to meet changing needs. The PPS will be updated regularly to ensure it continues to guide Hounslow's approach to the provision of playing pitches as a key form of green infrastructure.
- 7.35 Play areas are particularly important in high density urban areas where families may not have access to private outdoor space, and should be planned for in areas of major development and intensification, to cater for additional children and young people, to tackle existing deficiencies and ensure they are not made worse by new development. The London Plan sets out a range of standards for spaces used for play and informal recreation, and further guidance can be found in the Mayor's Play and Informal Recreation SPD. Hounslow sets out a strategy for improving play sites within parks in the Green & Blue Infrastructure Strategy. Further guidance can also be found in the Hounslow Character, Sustainability and Design Codes SPD and emerging Public Realm Design Guidance.
- 7.36 Cemeteries, churchyards and other burial grounds have a distinct primary function which needs to be protected so that there is sufficient burial space available in the short, medium and long term. However, cemeteries and churchyards also provide green, quiet areas for passive recreation and walking (often forming part of Green Chains and Corridors) and for biodiversity.

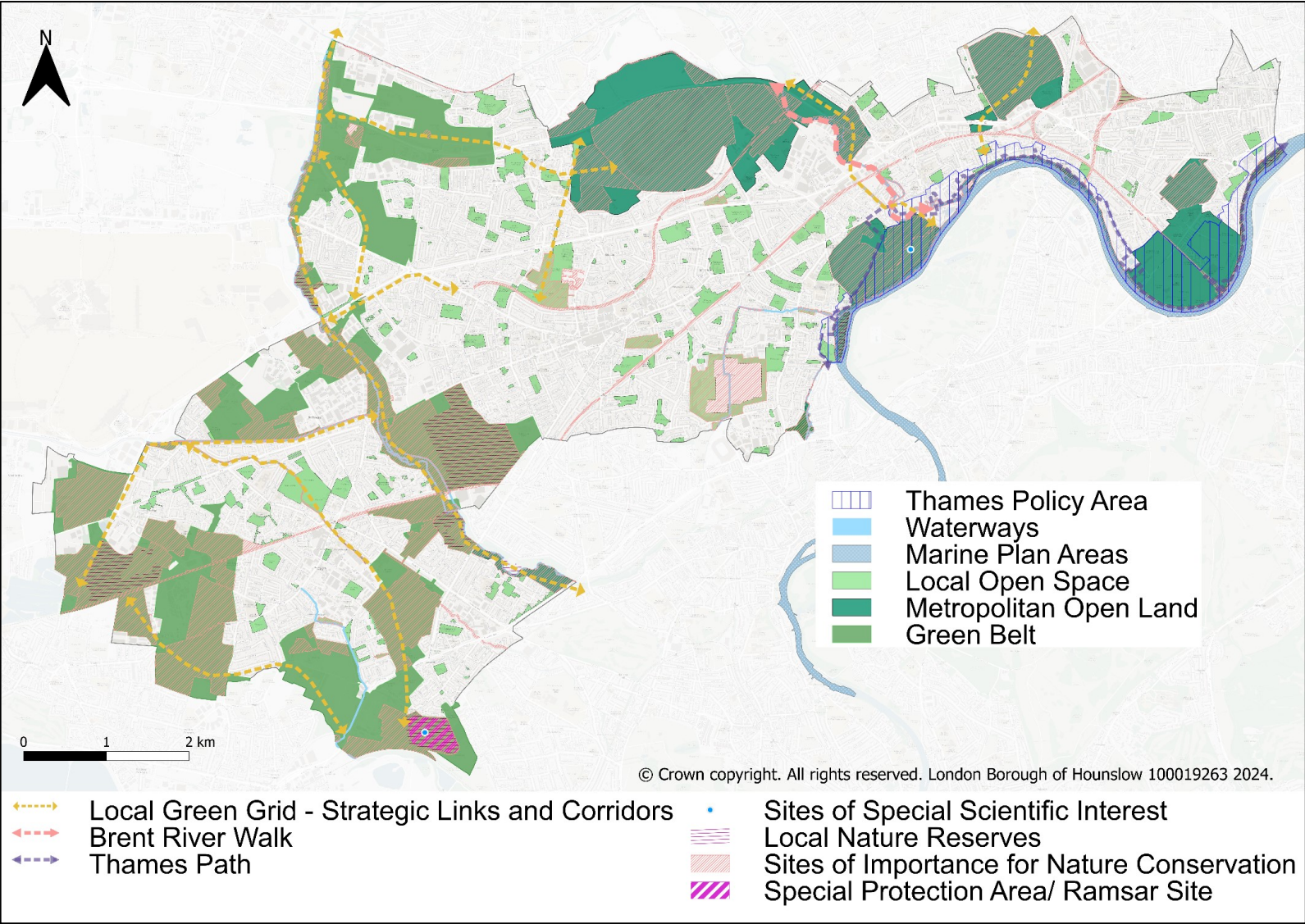


Fig GB1: Green and Blue Infrastructure

CHAPTER EIGHT

COMMUNITY INFRASTRUCTURE

POLICY CI1 - PROVIDING AND PROTECTING COMMUNITY FACILITIES

Our approach

We will protect and improve existing community facilities in the borough that continue to serve the community, and direct new and enhanced community facilities to the most appropriate locations to help tackle inequality and support good growth.

We will achieve this by

- A. Ensuring that existing community facilities continue to be used for the benefit of the community where they are still providing the intended community service;
- B. Promoting the co-location of different uses and users within community hubs where there are opportunities for effective management of multiple uses and the sharing of facilities; and
- C. Promoting new and enhanced community facilities in areas of growth where identified in the Hounslow Infrastructure Delivery Plan.

We will expect development proposals to

- D. Contribute to the delivery of high quality local community facilities and social infrastructure in line with the Infrastructure Delivery Plan. Development of new community facilities should:
 - I. be accessible and inclusive to all sections of the community; and
 - II. be designed to accommodate a range of community uses wherever possible through the co-location of facilities;
- E. Meet the following criteria if the scheme will result in the loss of a community use and is not re-providing the existing community use elsewhere at an equivalent capacity that suits existing and future needs as agreed with the council;
 - I. The facility has been vacant or significantly underused for a continuous period of 18 months and is not appropriate for any other community uses as demonstrated by the applicant through evidence of sufficient marketing;
 - II. The facility is no longer required by the body that operates it (for example NHS England); and
 - III. Robust evidence has shown that the use is no longer required to serve its catchment area;

Where the loss of floorspace relates to existing surplus health or emergency service facilities, and the operator is able to clearly demonstrate that loss would be part of a wider public service estate reorganisation or service transformation plan, the requirements for

parts i and iii of part (E) do not apply; and
 F. Locate new community facilities within or at the edge of town centres, unless the new facility is local in nature and scale, and where a local need for the facility can be demonstrated.

We are taking this approach because

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

- Agent(s) and media used (press articles and advertisements);
- Interest in the site/premises (including reasons for prospective tenants not taking up space and how these problems have been addressed);
- Evidence that the rental levels offered have been competitive (including the offer of renewal of lease to existing tenants at a reasonable rate); and
- Flexibility in space offered including dividing up large areas of floorspace where this is possible.

8.2 Re-provision of community facilities through new development proposals must allow the same level of use as the previous facility provided. While this may not equate to the same scale of floorspace, the new facility must provide for the community use to continue as before and involve negotiation with the council and the occupiers of the community facility to agree on what this will include. New facilities must be designed to be fully accessible and inclusive to all sections of the community. Where appropriate, uses should be co-located to create community hubs where residents can easily access all the services they need within a convenient, well-designed location.

Definition of community facilities

Community facilities for the purpose of this Plan are health facilities, education facilities (including early years provision), social and community facilities (such as youth clubs and meeting places), criminal justice and emergency

services, sports and recreation venues, cultural and leisure facilities, public houses, and places of worship. Such facilities are likely to fall within the use classes E(d), E(e), E(f), F.1 (a-g), F.2(b), F.2 (c), F.2 (d), and potentially Sui Generis,. This is in accordance with the Town and Country Planning (Use Classes) Order 1987 (as amended).

POLICY CI2 - EDUCATION AND SCHOOL PLACES

Our approach

The Local Authority has a statutory duty to provide sufficient school places for Hounslow residents. We will plan for, invest in, and facilitate education facilities which cater for the changing educational needs of the borough population, providing the best start for local children, including 0-5 year olds and those with special educational needs and disabilities (SEND). Schools will have strong links with their local communities and will enable community use of their facilities outside of school hours.

We will achieve this by

- A. Investing in early years' provision, family support and school improvements by providing high-quality learning environments, with a particular focus on early years places and facilities in light of the changing statutory responsibilities of the local authority;
- B. Reviewing school buildings and exploring opportunities for their replacement, regeneration and improvement in order to bring buildings up to modern day expectations in terms of environmental performance and building standards. This should include better quality design of buildings and the use of sustainable construction methods to lower associated carbon emissions, in order to make schools more attractive to new and existing local residents, and to enhance the local area;
- C. Protecting existing provision and delivering new and improved access to education and childcare;
- D. Improving SEND provision by designing new education facilities as well as extensions to, or reconfigurations of, existing facilities to ensure a high-quality learning environment for SEND students and students with reduced mobility;
- E. Supporting the growth and improvement of further and higher education facilities and looking for opportunities to bring a new university to the borough;
- F. Designing and managing education facilities to meet a variety of community uses outside of core hours, and ensuring any new education facilities are designed to be flexible in order to allow for a variety of uses within them;
- G. Supporting improvements to the quality of any open space, play space, or sports facilities associated with new or enhanced schools in order to improve the health and wellbeing of children and young people, including the reduction of child obesity levels; and
- H. Working and co-operating with neighbouring boroughs in planning for school places through established forums and other mechanisms.

We will expect development proposals to

- I. Demonstrate that the impact in terms of traffic, car parking and noise from a new or expanded education facility will not cause severe harm to the surrounding area, and put in place adequate mitigation measures as may be appropriate;

- J. Demonstrate that a new or expanded education facility is accessible by a choice of sustainable modes of travel in accordance with the type of facility being proposed, and that any car parking proposed would be provided in accordance with the standards set out in the London Plan;
- K. Be accompanied by a Travel Plan where a new or expanded education facility is proposed, to be agreed with the council and implemented throughout the lifetime of the development; and
- L. Mitigate the impact of the development on community infrastructure through Education S106 contributions, including education and childcare facilities and youth skills & employment initiatives, as set out in the Youth Skills and Employment Guarantee Programme (YSEG)

We are taking this approach because

- 8.3 High quality educational provision for all ages is fundamental to a prosperous and inclusive community, underpinning the Local Authority’s Lifelong Learning culture that drives social mobility, supports community cohesion, and provides economic wellbeing for all, establishing a firm foundation for children to meet their full potential in life.
- 8.4 The local authority has a statutory duty to ensure there is sufficient capacity and high quality of educational provision for early years, primary phase, secondary phase, SEND children and young adults.
- 8.5 Improving the school environment will make schools more attractive to new and existing local residents, enhancing the local area. Research shows that a positive school environment increases attendance rates and academic achievement, helping children to be more motivated and engaged in their learning.
- 8.6 New facilities for further and higher education in the borough should contribute to the skills and employment agenda and ensure that future employment opportunities in the borough can be accessed by those who have been educated within the borough.

POLICY CI3 - HEALTH FACILITIES AND HEALTHY PLACES

Our approach

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

We will achieve this by

- A. Supporting the delivery of new health facilities in areas of need, as identified by the North West London Integrated Care Board (ICB) or a subsequent commissioning body, and through the Joint Strategic Needs Assessment (JSNA) or subsequent assessments. This will include:
 - I. The redevelopment of Heston Health Centre and Brentford Health Centre;
 - II. A primary care centre at the West Middlesex Hospital site;
 - III. improvements to primary care facilities and expansion of existing health facilities into health hubs;
 - IV. opportunities for new health and wellbeing facilities; and
 - V. the appropriate re-use of social infrastructure where required, and the co-location of services wherever possible
- B. Supporting the improvement and modernisation of existing health facilities through partnership working with the relevant health service providers. This will include improvements to health centres as set out in the Infrastructure Delivery Plan;
- C. Promoting measures which will help to prevent the health issues identified in the Hounslow JSNA, the Hounslow Joint Health and Wellbeing Strategy or subsequent assessments, and make the borough a healthy place to live;
- D. Working with the Health and Wellbeing Board and partners to ensure adequate access to facilities and services that support health and wellbeing across the borough, and especially in those areas which have been targeted for improvements to health outcomes; and
- E. Requiring large scale developments to be supported by high quality, safe and accessible public squares, amenity spaces, open spaces and public realm designed to increase social interaction, and promote play and physical activity (in line with Policy CC2).

We will expect development proposals to

- F. Contribute to the health and wellbeing of the local community by incorporating Active Design Principles to create healthier places. Proposals should consider how they can contribute to the creation of an enhanced walking, wheeling and cycling network to facilitate active travel; co-locate community, leisure and other facilities; and deliver well designed and multifunctional streets, open and public spaces which promote formal and informal physical activity. Further detailed policy is set out in Policies CC2 and EC2, and guidance is set out in the Character, Sustainability and Design Code SPD and

emerging Public Realm Design Guidance;

- G. Ensure that health and wellbeing has been considered during early design stages using best available techniques to mitigate and minimise any adverse effects on health and quality of life from soil, noise, water, air or light pollution. Major developments will be required to demonstrate this in impact assessments as required; and
- H. Undertake a Health Impact Assessment (HIA) to identify potential negative health impacts and set out appropriate health improvements and mitigations with a monitoring framework to effectively monitor delivery. The following development will be required to produce an HIA:
 - I. Major residential and non-residential schemes; and
 - II. New hot food takeaways or betting shops

We are taking this approach because

- 8.7 An accessible network of high quality health facilities combined with other measures which promote well-being will help to create a healthier, more liveable borough. The population of the borough is increasing, putting additional and new pressures on the health system. Action is needed to target the major health issues affecting residents which include obesity and ageing, as identified in the Hounslow Joint Strategic Needs Assessment This will impact on the scale and nature of the physical infrastructure which is needed for health care in the future, with the emphasis being on 'prevention, early intervention and care at home'.
- 8.8 The council will work in partnership with the new structure of health providers, led by the Public Health team which sits within the local authority and the North West London Integrated Care Board. New development will be required to consider its impacts on the health of the borough and also to contribute to the wider health and well-being of residents. Major residential and non-residential developments, and those proposing new hot food takeaways or betting shops are required to undertake Health Impact Assessments (HIA). Where a HIA is carried out the council will expect the scheme to address broader health and wellbeing impacts of the development through the mitigation of health related problems. Where HIAs identify health improvements and mitigation these will need to be included in a monitoring framework to ensure they are delivered.
- 8.9 This policy sets out the council's approach to improving health care facilities and embedding considerations of health & wellbeing impacts in planning proposals, however it must be acknowledged that many other areas of policy need to be considered in order to secure healthy outcomes for our residents. Other policies which have a bearing on the creation of healthy places include Chapter 6 covering accessible and active design; Chapter 7 covering open space and provision for playspaces, and places for recreation and sports; Chapter 9 covering the control of air, noise, light and other pollution; and Chapter 10 covering the promotion of active travel including walking, wheeling and cycling.

POLICY CI4 - CULTURE AND LEISURE FACILITIES

Our approach

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

We will achieve this by

- A. Promoting, safeguarding and improving leisure, recreation, arts and cultural facilities in the borough where they meet local and wider needs in line with the London Plan;
- B. Supporting the delivery of new cultural infrastructure as identified through the emerging Culture Strategy for Hounslow (or any other superseding document) and as set out in the Infrastructure Delivery Plan (IDP);
- C. Supporting the delivery of new and enhanced Leisure facilities as identified through the Built Facilities Plan (or any other superseding document) and as set out in the IDP;
- D. Supporting the improvement and upgrade of existing culture and leisure facilities as set out in the IDP;
- E. Allocating sites to deliver new culture and leisure facilities within the borough and where necessary to secure re-provision of existing leisure and cultural facilities to more appropriate locations;
- F. Working with partners as part of the Creative Enterprise Zone (CEZ) to support facilities and activities that promote social interaction and increase the creative cultural offer of the area, as per London Plan policy HC5;
- G. Supporting interventions and activities that provide platforms to showcase creativity, promote social interaction and increase the cultural and leisure offer within the borough. This could include outdoor performances including festivals, film screenings and music events, theatre, community arts, and pop up cafes (where compliant with other policies set out in this plan);
- H. Considering the needs of those working in the art and cultural sectors for the provision of accessible and affordable creative workspace within the CEZ and across the borough, in line with policy ED1; and
- I. Supporting the animation of the public realm with public art in line with the emerging Public Realm Design Guidance (or any other superseding document).

We will expect development proposals to

- J. Locate leisure and cultural facilities in accessible places and ensure they are designed to enable access to all potential users; and
- K. Undertake appropriate assessments for noise and any other potential impacts, and provide appropriate mitigation if necessary, including where temporary permission is sought for large scale events.

We are taking this approach because

- 8.10 A network of affordable and accessible leisure and cultural (encompassing sports, recreation and arts) facilities will encourage healthy and inclusive communities within the borough. Hounslow will continue to promote, safeguard and improve leisure, recreation, arts and cultural facilities in the borough where they meet local and wider needs, in line with London Plan Policy HC5.
- 8.11 Culture acts as a connector, creating a sense of place and belonging, whilst building society and improving wellbeing. We see opportunities to build a cultural economy which provides growth alongside participation, and helps the sector engage with new audiences, tackle inequality and encourage community wealth building for a more sustainable offer.
- 8.12 According to a report by the Local Government Association, for every £1 invested in culture, an additional £1.23 is supported. Government statistics reveal that the Creative Industries is a fast-growing sector that has shown 43.6% growth between 2010 and 2019 in real terms (National Statistics, 2019). In 2019, the sector contributed £115.9bn to the UK economy, (5.6%) of gross value added (GVA), so it is a sector worth investing in for the future. Alongside this our own audience research shows that residents living in the west of the borough are less likely to participate in arts, heritage and cultural activities compared to the east of the borough where there is more cultural infrastructure.
- 8.13 The emerging Culture Strategy will identify an action plan to support a more cohesive offer of resource and opportunity for those both delivering and engaging in culture across the borough.
- 8.14 The Council will also set out the strategic approach to leisure, sport and recreation facilities within the emerging Built Facilities Plan (in addition to updating the Playing Pitch Strategy – see policy GB9). This will ensure that we are able to continue to meet growing demand for facilities over the coming years. Specific projects for improvements to existing facilities or for the creation of new facilities identified through this work will be set out in the Infrastructure Delivery Plan which will be updated on a regular basis.

POLICY CI5 - PLACES OF WORSHIP

Our approach

We will enable the many religions in the borough to establish an appropriate place to worship, celebrating the cultural and religious diversity in the borough whilst being careful to address any adverse effect on others, particularly those living in the immediate surrounding area.

We will achieve this by

- A. Supporting the delivery of new, expanded and improved places of worship which address the issues of impact on the surrounding area.

We will expect development proposals to

- B. Demonstrate that the following criteria have been complied with when proposing a new, expanded or improved place of worship:
 - I. The proposed place of worship meets an identified need and is of an appropriate scale for that need;
 - II. The proposal will not have a severe negative impact on the residential amenity of the area, in line with the Agent of Change principle;
 - III. Mitigation measures are in place for any larger scale events that will be held at the place of worship;
 - IV. Mitigation measures are in place where required to minimise the impact of noise pollution on the surrounding area, in line with the Agent of Change principle; and
 - V. There will be sufficient off-street car parking to accommodate the anticipated users of the place of worship at both normal and peak times of use, while in accordance with the standards set out in the London Plan.
- C. Be accompanied by a Transport Assessment to demonstrate that adverse impacts on the transport network are avoided or mitigated.

We are taking this approach because

8.15 One of the borough's assets is its multi-cultural community and it is important that the different religions within this community have a place to worship and meet within the borough. This must be balanced with consideration of the impacts of new or expanded places of worship on the amenity of those in the surrounding area. By minimising these impacts, the borough will be a cohesive and harmonious place to live and to worship for all of its communities.

CHAPTER NINE

ENVIRONMENTAL QUALITY

POLICY EQ1 - ENERGY AND CARBON REDUCTION

Our approach

We will make radical progress towards becoming a net zero carbon borough, by minimising the demand for energy and promoting renewable and low carbon technologies within new development.

We will achieve this by

- A. Promoting opportunities to secure carbon reductions where development comes forward, including through requiring developers to improve energy performance and maximise renewable energy and zero carbon technologies in new developments, and by maintaining a Carbon Offset Fund to provide for local projects which deliver carbon reductions;
- B. Delivering a Local Area Energy Plan (LAEP) for Hounslow to help plan the transition of the borough's energy system to Net Zero in the shortest possible time;
- C. Supporting the delivery of a borough-wide District Heat Network to supply low carbon heat to both new developments and existing communities; and
- D. Working with partners to identify opportunities for carbon reductions and encouraging the take-up of opportunities to improve the energy efficiency of the existing built environment.

We will expect development proposals to

All developments

- E. Meet the carbon emission reduction requirements set out in the London Plan to achieve net zero carbon development, with:
 - I. Major and minor residential developments achieving benchmark on-site improvements of 65% over Part L 2021;
 - II. Major non-residential developments achieving the following benchmark on-site improvements:
 - i. Offices – 25% improvement over Part L 2021
 - ii. Schools – 35% improvement over Part L 2021
 - iii. Hotels – 10% improvement over Part L 2021;
 - III. Major Industrial developments aiming to achieve London Plan non-residential fabric efficiency targets for any conditioned (cooled or heated) spaces (15% over Part L 2021 benchmark), and any ancillary office spaces should achieve the above benchmark for offices (25% over Part L 2021 benchmark);
- F. Maximise on-site carbon reductions as far as possible, and set out all

options pursued to achieve this within an Energy Statement. Where there is a justifiable shortfall, schemes will be required to make a cash in lieu contribution to the Council's Carbon Offset Fund for any residual emissions, or deliver reductions directly via an off-site reduction scheme in line with the London Plan. The Council's carbon offset contribution is to be calculated over a period of 30 years at the following prices:

Major developments

- i. A higher rate of £370/tCO₂ for all residual emissions;

Minor residential development

- ii. A lower rate of £95/tCO₂ for all residual emissions

The Hounslow carbon offset price will be reviewed regularly and any changes will be published in future supplementary planning documents;

- G. Comply with all other requirements of the Building Regulations such as the Fabric Energy Efficiency (FEE) criterion for domestic buildings and Primary Energy criterion for all buildings, and demonstrate compliance at planning stage;
- H. Produce an Energy Statement to demonstrate how the net zero carbon target will be met, and how the potential for internal overheating and reliance on air conditioning systems will be reduced in accordance with the London Plan cooling hierarchy. Energy Statements should also determine and report on Energy Use Intensity (EUI) and space heating demand in line with GLA Energy Assessment Guidance;
- I. Undertake Part L 2021 (or the latest available) modelling to demonstrate compliance, and report on operational energy performance for a minimum 5 year period in line with the London Plan approach;
- J. Have regard to the guidance set out in the Character, Sustainability and Design Codes SPD and Climate Change Mitigation and Adaptation SPD;

All major developments

- K. Prioritise low temperature communal heating systems within Heat Network Priority Areas, as per the heating hierarchy set out in the London Plan;
- L. Connect to, or extend, existing decentralised heating, cooling or power networks in the vicinity of the site, unless a feasibility or viability assessment demonstrates that connection is not reasonably possible. Where networks do not currently exist, developments should make provision to connect to any potential future decentralised energy network in the vicinity of the site, in discussion with the LPA and having regard to opportunities identified through the London Heat Map and area specific energy masterplans;
- M. Where developments cannot immediately connect to an existing heating or cooling network, examine the feasibility of extending the low temperature communal heating system beyond the site boundary; and
- N. Investigate all options to reduce lifecycle carbon emissions (including

but not limited to embodied carbon emissions) in line with LETI Climate Emergency Design Guidance and Hounslow supplementary planning guidance. Schemes referable to the Mayor of London will also have to demonstrate how life-cycle emissions have been calculated and what actions have been taken to reduce these through completing a Whole Life-Cycle Carbon Assessment as per London Plan policies and associated guidance.

We are taking this approach because

- 9.1 Reducing carbon emissions in response to climate change is an established policy priority at the national, London-wide and local levels. The government's policy is for a 100% reduction in greenhouse gas emissions in order to become Net Zero by 2050. The London Plan 2021 seeks to assist London in becoming a zero carbon city by the same date, however in January 2022 the Mayor set out his ambition to follow his preferred 'Accelerated Green' pathway to net zero which would bring this target forward to 2030 in order to respond to the climate emergency.
- 9.2 Following the declaration of a climate emergency in 2019, the Council is seeking to achieve net zero carbon emissions from its own operations by 2030, and net zero emissions across the borough as soon as possible, in line with the Hounslow Climate Emergency Action Plan (2020). The Council is undertaking further work in this area through the preparation of a Local Area Energy Plan (LAEP) which will help plan for the transition to net zero locally. This will build upon the work undertaken at the West London sub-regional level and will establish the most cost-effective preferred pathway to achieving our Net Zero goals with a sequenced plan of proposed actions to get us there.
- 9.3 Decarbonising the built environment, including both new and existing buildings, is central to achieving these carbon reduction targets; this is particularly true for Hounslow, which is already largely developed and preparing for further growth. Energy consumption in the borough's housing stock alone is currently the second largest source of carbon emissions, accounting for approximately 33% of the total.
- 9.4 Building Regulations set national requirements for carbon emission reductions in new buildings and it is anticipated that the Government's Future Homes and Buildings Standards will, in step-changes, lead to zero carbon ready homes and buildings by 2025. The means for achieving zero carbon development are evolving, however it is essential that the Council continues to set ambitious local policies to ensure that development proposals fully take account of layout, building orientation, massing, materials and modern construction techniques to minimise energy consumption, and embed the use of renewable and low carbon energy technologies to achieve reduced on-site emissions to net zero.
- 9.5 The London Plan includes detailed policies on these measures and the Mayor's

suite of London Plan guidance documents provide further technical guidance on how these policies should be implemented. While the Council sees the benefit of following the zero carbon framework set out by the Mayor, policy EQ1 seeks to go beyond the London Plan by establishing higher benchmark improvements over Part L for residential development, and by extending the requirement to apply to minor new build residential schemes. This is in line with the findings of the Delivering Net Zero Carbon Study (2023) which indicates that the current approach is not sufficient to maximise on-site emissions reductions, or carbon reductions more generally.

9.6 The Council has also increased the carbon offset price for major developments to better reflect the cost of reducing carbon elsewhere through carbon reduction projects funded through the Hounslow Carbon Offset Fund. This is also in line with the findings of the Delivering Net Zero Carbon Study (2023) which suggests that the current London Plan price of £95/tCO₂ (based on the non-traded cost of carbon) is not sufficient to fund equivalent carbon savings elsewhere. The higher rate of £370/tCO₂ is instead based on an indicative cost for retrofitting social housing/public buildings, plus a 10% additional rate for administration and management. The lower rate of £95/tCO₂ is retained for minor development to ensure smaller development schemes remain viable while also contributing to the vital work of reducing emissions associated with development.

9.7 The Council has produced detailed guidance relating to sustainable design and net zero carbon development to assist developers: the Character, Sustainability and Design Codes SPD and the Climate Change Mitigation and Adaptation SPD. These SPDs work in tandem to help guide developers along the Hounslow 'sustainable design journey' in order to embed measures which reduce carbon and increase climate resilience throughout the design process (see policy EQ2).

9.8 Innovative solutions will be encouraged, including the deployment of district heating, cooling and energy networks where regeneration comes forward. The Council has undertaken detailed feasibility and master-planning work to support the delivery of a borough-wide heat network which will link heat sources within the borough to developments in Isleworth, Brentford, Hounslow and Feltham, with options to extend the network further in future.

EQ2 - SUSTAINABLE DESIGN AND CONSTRUCTION

Our approach

We will promote the highest standards of sustainable design and construction in development in order to both mitigate and adapt to the effects of climate change, and to promote the most efficient use of resources.

We will achieve this by

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

We will expect development proposal to

- D. Incorporate established principles for sustainable design and construction as set out in the London Plan and associated guidance, including passive design, water efficiency standards (including water consumption targets), sustainable urban drainage (SuDS), the reuse and recycling of construction materials at the highest value level possible (in line with circular economy principles), reducing overheating and reliance on air conditioning systems, the incorporation of green roofs and urban greening, and energy planning and monitoring. Schemes referable to the Mayor of London will also have to demonstrate how they have incorporated Circular Economy and Whole Life-Cycle Carbon principles as per London Plan policies and associated guidance;
- E. Be assessed against the standards for sustainable design and construction set out in Table EQ2.1 and submit relevant documentation to demonstrate that minimum specified levels are met, or meet any national standards that subsequently supersede these;
- F. Have regard to the Hounslow 'sustainable design journey' and to the detailed sustainable design guidance set out in the Character, Sustainability and Design Codes SPD and Climate Change Mitigation and Adaptation SPD, as well as any relevant and related London Plan and Hounslow guidance; and
- G. Prepare a sustainability statement where major developments are proposed, and all developments to complete a sustainability checklist as appropriate.

We are taking this approach because

9.9 Hounslow is a developed urban borough that will see further development of housing and other buildings to support new populations of residents and workers during the plan period. Therefore, the built environment has a significant role to play in climate change mitigation and adaptation. The opportunities for sustainable design and construction are rapidly evolving through innovation and advances to technology. However, some of the underlying principles of sustainable design and construction are well established, and these are detailed in the London Plan and associated guidance, and in guidance prepared by the Council and other partners. The key London Plan (2021) policies relating to sustainable design are: Policy SI 2 Minimising greenhouse gas emissions, Policy SI 3 Energy infrastructure, Policy SI 4 Managing heat risk, Policy SI 5 Water infrastructure, Policy SI 7 Reducing waste and supporting the circular economy, Policy SI 12 Flood risk management, Policy SI 13 Sustainable drainage, and Policy G5 Urban greening.

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

9.11 The Council has produced supplementary planning documents to provide detailed sustainable design guidance to this and other related policies: the Character, Sustainability and Design Codes SPD (CSD SPD) and the Climate Change Mitigation and Adaptation SPD (CC SPD). Both SPDs work together to guide developers through the Hounslow 'sustainable design journey' which outlines key sustainable design principles to be considered at each of the 4 key stages of scheme design: Stage 1: Site Assessment; Stage 2 Development Layout and Form; Stage 3: Building Fabric and Services; and Stage 4: External Space. The CSD SPD covers Stages 1, 2 and 4 in detail within Part A2: Common Considerations, whilst the CC SPD deals predominantly with Stage 3. Further guidance on actions to promote climate and environmental resilience will also be set out in the emerging Hounslow Climate Change Resilience Plan.

Table EQ2.1: Standards for sustainable design and construction

<p>Development in the borough will be expected to meet the following minimum standards, unless they are replaced by any applicable national standards. Where schemes are mixed-use, the below standards should be applied to those parts of the scheme which are predominantly residential and those parts which are predominantly non-residential, as appropriate.</p>		
	New build	Refurbishments
Residential	<p>All new development should meet the standards for sustainable design and construction set out in the London Plan, including any of the 'optional' Building Regulations requirements it adopts.</p>	<p>Major developments involving refurbishments should be assessed against BREEAM Domestic Refurbishments, and a rating of Excellent as minimum.</p>
Non-residential	<p>All new development should be assessed against BREEAM and meet a rating of Excellent as minimum. Development must also achieve BREEAM Excellent ratings in the water efficiency category (WAT 01) as minimum.</p>	<p>Major developments (>1000sqm) involving refurbishments should be assessed against BREEAM Non-Domestic Refurbishments, and a rating of Excellent as minimum. Major commercial refurbishments must also achieve BREEAM Excellent ratings in the water efficiency category (WAT 01) as minimum</p>

POLICY EQ3 - FLOOD RISK AND SURFACE WATER MANAGEMENT

Our approach

We will ensure that flood risk is reduced by requiring that developments are located appropriately, incorporate any necessary flood resistance and resilience measures that may be required for the lifetime of the development, and do not increase flood risk elsewhere. In addition, surface water will be managed through an increased emphasis on sustainable drainage.

We will achieve this by

- A. Applying the strategic recommendations of the West London Strategic Flood Risk Assessment (SFRA), or superseding document, when considering development proposals;
- B. Applying the sequential and exceptions tests when determining planning decisions in flood risk areas to steer development to areas of low flood risk, taking into account the impact of development on all sources of flood risk and the current and future impacts of climate change, to ensure inappropriate development is avoided;
- C. Promoting the opening up of river corridors and increasing floodplain connectivity to make space for water through the creation of buffer zones to water courses with 8m for fluvial watercourses and 16m for tidal watercourses. Where feasible, these buffer zones should remain undeveloped or natural.
- D. Working with partners and defence owners to ensure that flood defences are raised to meet the requirements of the Thames Estuary 2100 Plan and, where applicable, in accordance with the boroughs Local Flood Risk Management Strategy and the Infrastructure Delivery Plan;
- E. Working with the Environment Agency to implement actions of the Thames Estuary 2100 Plan including the development of a riverside strategy by 2030;
- F. Encouraging the use of blue-green infrastructure, including rainwater harvesting and sustainable drainage systems (SuDS) to reduce flood risk, improve water quality, enhance biodiversity and provide greater amenity;
- G. Promoting improved surface water drainage across the borough, by working with partners to identify, manage and reduce the risk of surface water flooding in line with the Surface Water Management Plan; and
- H. Encouraging the take-up of property flood resilience (PFR) measures to improve flood resistance and resilience in the borough's existing built environment, including property level drainage improvements, through reducing areas of impermeable surfacing, implementing flood guards and raising vulnerable fittings.

We will expect development proposals to

- I. Prepare flood risk assessments, consistent with the requirements of the Environment Agency and the Strategic Flood Risk Assessment,

and apply the sequential approach within site boundaries to ensure the development remains safe for its lifetime and that flood risk is not increased elsewhere;

- J. Incorporate necessary flood resistance and resilience measures, including ensuring that adequate flood defences are in place and maintained throughout the lifetime of the development, and any residual risk is adequately mitigated;
- K. Demonstrate that they account for future raising or set back of defences necessary to provide the required flood protection for the lifetime of the development, in line with the Thames Estuary 2100 Plan.
- L. Prepare a Drainage Strategy that incorporate sustainable urban drainage systems (SuDS) in line with Policy SI 13 of the London Plan, prioritising the use of rainwater harvesting, infiltration and green/blue infrastructure and also avoiding non-permeable hard standings. Developers should also complete a SuDS Proforma to accompany their Drainage Strategy.
- M. Developments should achieve greenfield runoff rates, or a maximum runoff rate of 2 l/s unless it can be demonstrated that this is unfeasible. Developments should conform to Defra's Non-Statutory Technical Standards for Sustainable Drainage Systems.

We are taking this approach because

- 9.12 Flood risk presents a major challenge for London, especially to boroughs like Hounslow. We are already experiencing periods of high levels of rainfall. With such environmental pressures exacerbated by increasing urban development and population across the borough, and Hounslow's location adjacent to the river Thames the need for a robust approach to development management has never been greater. A proactive approach to flood risk management and planning can significantly reduce the risk of flooding by ensuring development is located appropriately and by promoting design that is flood resistant and resilient.
- 9.13 In accordance with the boroughs SWMP, 15,088 residential properties are at risk of flooding from surface water in the 1 in 1,000 year event in Hounslow. However, it should be noted that the likelihood of fluvial flooding is low given the established flood defences locally and downstream (including the Thames Barrier). Smaller areas of the borough are at risk of fluvial flooding from the rivers Brent and Crane.
- 9.14 The Strategic Flood Risk Assessment (SFRA,) for the borough maps areas at risk from difference sources of flooding and is the basis for determining whether development proposals are appropriately located. The Surface Water Management Plan (SWMP, 2021) outlines recommendations for the minimising of surface water flooding. These documents support national and London wide policy which requires developments to incorporate SuDS. Hounslow's Local Flood Risk Management Strategy (LFRMS) indicates the roles and responsibilities associated with managing each type of flood risk and includes a supplementary Action Plan which is geared around improving flood risk management across the borough. The Environment Agency's Thames Estuary

2100 Plan also provides actions for boroughs that have a relationship with the River Thames, and seeks to ensure that London is adequately defended in the long term. To manage all types of flooding, the council will work with the Environment Agency, who have statutory responsibility for flood risk and play a role in the development management process.

Notes

- **Fluvial flooding:** occurs when heavy or prolonged periods of rain cause a river to exceed its capacity and overflow onto adjacent land. The Environment Agency has duties and powers in relation to main rivers in the UK. The LLFA has duties and powers in relation to ordinary watercourses (non-main rivers) in the UK.
 - **Tidal flooding:** occurs during high tide or storm surge events. The risk of tidal flooding in Hounslow is relatively low due to the presence of the Thames Tidal Defences, most notably the Thames Barrier, which currently protects properties against flooding that has a 0.1% chance of happening in any given year.
 - **Surface water flooding:** occurs when high intensity rainfall causes excess water to pond at low points. It is intensified in urban, impermeable areas because water is unable to enter the drainage system or infiltrate into the ground.
 - **Flooding from artificial sources:** occurs when the failure of infrastructure or human intervention results in flooding. Artificial sources include reservoirs, canals, water retention ponds, docks and other artificial structures.
 - **Groundwater flooding:** occurs when the water table rises above ground causing water to emerge at the surface. This type of flooding usually happens after extensive periods of heavy rainfall.
 - **Sewer flooding:** occurs when the rainfall exceeds sewer capacity either because of hydraulic overload where the system cannot cope with the increase in flow, key infrastructure failure (such as pumps and valves) or sewer blockages. The sewer network in Hounslow is owned and operated by Thames Water.
-
- The SFRA sets out those parts of the borough that are at risk from flooding, and the extent to which flood events may impact the built environment. It should be used alongside the most recent flood risk mapping published by the Environment Agency to inform planning.
 - The aim of the sequential and exceptions test is to steer new development to areas with the lowest probability of flooding. Flood zones established in the SFRA and Environment Agency mapping are the basis for these tests, and their requirements are set out in the NPPF technical guidance.
 - Flood zones provide a guide for the probability of flooding. Zone 1 is considered low probability, Zone 2 is considered medium probability, Zone 3a is considered high probability and Zone 3b is considered part of the functional floodplain.
 - Development proposals requiring a flood risk assessment include those located in Flood Zones 2 and 3 and those located in Flood Zone 1 of over 1ha. Flood Risk Standing Advice is available on the Environment Agency's website to inform these assessments.

- The SWMP outlines the preferred surface water management strategy for the borough and includes consideration of flooding from sewers, drains, groundwater and runoff from land, small watercourses and ditches that could occur as a result of heavy rainfall. Development proposals should be consistent with the actions set out in the plan.
- The Flood Risk Regulations 2009 and the Flood and Water Management Act 2010 have increased the statutory responsibilities of unitary authorities. As a London borough council, the borough is designated as a Lead Local Flood Authority (LLFA) and is also responsible for the preparation of a flood risk management plan and ensuring developments incorporate SuDS, consistent with national policy.
- The Thames Estuary 2100 Plan was produced by the Environment Agency and sets out the strategic direction for managing flood risk in the Thames estuary to the end of the century and beyond, including how flood defences should be raised to meet future requirements. This includes the raising of all defences along the River Thames, the defences on the lower reaches of the River Brent (from the lock and weir to the River Thames), and the defences on the River Crane from Crane Gate to the Thames by up to 0.3m by 2050, in addition to the raising of the aforementioned defences by a further 0.5m by 2090. The plan also groups local planning authorities into Policy Units, and provides specific guidance for each of these. The borough is included in the Hammersmith Policy Unit and the Twickenham Policy Unit and development proposals should have regard to recommendations for these Units.
- The borough adopted a Local Flood Risk Management Strategy (LFRMS) in 2022. This outlines how Hounslow and other stakeholders will manage local flood risk and aligns with the National Flood and Coastal Erosion Risk Management Strategy (NFCERMS, 2020) and other local flood risk planning documents such as the Surface Water Management Plan (SWMP, 2021) and the SFRA. The LFRMS intends to manage flood risk to benefit residents, businesses and the environment. The Strategy outlines how the Lead Local Flooding Authority (LLFA) and other stakeholders will manage flood risk in the borough and acts as a guide to local flood risk management for the LLFA, RMAs and the local public (residents and businesses) to ensure all groups are aware of the local flood risk and their responsibilities managing them.
- Should Schedule 3 of the Flood and Water Management Act (2010) be enacted, development proposals would be required to follow the drainage requirements of the SuDS Approval Body. For more information, please contact flooding@hounslow.gov.uk.

POLICY EQ4 - AIR QUALITY

Our approach

We will seek to reduce the potential air quality impacts of development and promote improved air quality conditions by taking an air quality positive approach across the borough, in line with the Hounslow Air Quality Action Plan (AQAP).

We will achieve this by

- A. Working with partners and stakeholders to implement a range of measures across the area that will improve air quality to ensure residents' health and wellbeing is not adversely affected by air pollution, as set out in the Hounslow AQAP;
- B. Assessing the potential air quality impacts of development proposals to ensure all developments are air quality neutral as a minimum, and do not lead to unacceptable risks of exposure or create new areas which exceed air quality limits, in line with the London Plan and associated guidance;
- C. Encouraging air quality-sensitive development to be located in the most appropriate places, and requiring adequate mitigation measures to minimise adverse impacts on end users through prioritising on-site design stage mitigation measures, with planning conditions or s106 agreements used to secure further mitigation measures in line with the London Plan; and
- D. Ensuring that development does not exacerbate existing air pollution and wherever possible improves air quality, by promoting development that considers ways to maximise benefits to local air quality in line with an Air Quality Positive approach, and by seeking developer contributions to deliver further off-site measures where appropriate, consistent with the Hounslow AQAP, the Mayor's Air Quality Strategy and the National Air Quality Strategy.

We will expect development proposals to

- E. Be Air Quality Neutral as a minimum, in line with the London Plan;
- F. Carry out air quality assessments (AQAs) where major developments or proposals involving a change of use to air quality sensitive uses are proposed, considering the potential impacts of air pollution from the development on the site and neighbouring areas, the potential for end users to be exposed to air pollution, and how the development will comply with the criteria set out in London Plan Policy SI 1 and associated guidance;
- G. Demonstrate that design measures have been used to minimise new or existing users' exposure to air pollution where the proposal is located within either an Air Quality Focus Area (AQFA) or the Great West Corridor Opportunity Area.
- H. Prepare a statement to demonstrate how large-scale developments subject to EIA and masterplans have taken an Air Quality Positive approach in order to maximise benefits to local air quality in line with the London Plan;

- I. Incorporate adequate design-stage mitigation measures in preference to post-design or retro-fitted solutions where air quality assessments show that developments could cause or exacerbate air pollution, or where end users could be exposed to air pollution. In line with the London Plan, where it is clearly demonstrated that emissions cannot be further reduced by on-site measures alone, off-site measures to improve local air quality may be considered acceptable providing that equivalent air quality benefits can be demonstrated within the area affected by the development. Where off-site mitigation measures cannot be secured, an offset payment in line with Defra's Damage Costs approach will need to be agreed with the Council, as per the Mayor's Air Quality Neutral LPG; and
- J. Demonstrate how air quality impacts from construction and demolition will be effectively managed and reduced through the submission of an appropriate management plan where major developments are proposed. This should include how the proposal will comply with the Non-Road Mobile Machinery Low Emission Zone in line with London Plan policy SI 1 and associated guidance;

We are taking this approach because

- 9.15 Air quality issues continue to be a cause for concern, and addressing these impacts through development is vital to securing the continued health and wellbeing of residents and visitors. The council's Air Quality Action Plan (AQAP) designates the whole borough as an Air Quality Management Area (AQMA), and identifies road transport as the major source of air pollution, giving rise to nitrogen dioxide and particulate matter which can cause respiratory illnesses and other adverse health effects, with airport related air pollution a close second. Hounslow, like every local authority, has a statutory duty to work towards air quality targets established in the Mayor's Air Quality Strategy and in government policy.
- 9.16 Where development is proposed in areas of poor air quality, planning considerations are twofold. 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, what measures or design features will be put in place to reduce exposure to pollution, and how this will be achieved. When all measures to achieve Air Quality Neutral or Positive status have been exploited, financial contributions to offset the remaining impact of the development on air quality may be considered as a final intervention in line with Defra's Damage Costs approach and the Mayor's Air Quality Neutral and Air Quality Positive planning guidance.

- 9.17 As set out in the London Plan and related guidance, development proposals should prioritise design-stage mitigation measures to address air quality impacts. Developments should carefully consider layout options, and should not create new street canyons or introduce a building configuration that inhibits effective pollution dispersion. Development should also 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 pollution, or locating less sensitive uses to effectively buffer more sensitive residential uses. Other design-stage mitigation measure can also include: buffering between residential and commercial uses in the same building; provision of winter gardens where balconies would not be appropriate; the use of green infrastructure such as street trees or vegetative walls and screens to aid the dispersal of pollutants; and the varying of building elevations. Only once design-stage mitigation measures have been fully utilised should post-design or retrofitted mitigation measures (such as insulation or mechanical ventilation) be used to prevent or minimise any residual impact.
- 9.18 There are also a number of other forms of air pollution. Odour pollution can impact on residential amenity and the attractiveness of neighbourhoods, and dust pollution, which often arises from construction, can also have health impacts. Developments should ensure that pollution from these sources is avoided.

POLICY EQ5 – NOISE

Our approach

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

We will achieve this by

- A. Assessing the potential noise impacts of development proposals where they are located near to noise-sensitive uses (such as housing) or existing sources of noise in line with the Agent of Change principle and the London Plan policy D14;
- B. Directing noise-sensitive development to locations outside those areas identified where noise exposure is likely to cause adverse effects in terms of public health and wellbeing and children’s cognitive learning in schools;
- C. Ensuring noise-sensitive development is protected against existing and proposed sources of noise in line with the Agent of Change principle and good acoustic design, including through careful design of the scheme, including layout and use of materials, adequate insulation of the building envelope (including both internal/ external walls and ceilings), as well as protecting external amenity areas;
- D. Encouraging the uptake of measures to decrease noise nuisance in the built environment, including working with Heathrow Airport to improve conditions for households and other noise-sensitive uses exposed to high levels of noise, consistent with the Aviation Policy Framework; and
- E. Considering the designation of Quiet Areas and identifying and protecting areas of tranquillity which have remained relatively undisturbed by noise and are valued for their recreational and amenity value for this reason.

We will expect development proposals to

- F. Carry out noise assessments where major schemes or a change of use to a more noise sensitive use are proposed in line with the Agent of Change principle. Assessments should detail on-site noise levels both internally and in any external amenity space and the potential impact of the development on surrounding uses, and should set out recommended mitigation measures which would address any identified impacts;
- G. Minimise noise disturbance from adjoining uses by prioritising the use of distance, screening, layout, orientation, and materials, in preference to relying solely on incorporating sound insulation. Development proposals should also arrange and locate rooms appropriately (such as through stacking rooms of similar use above/adjacent to each other), including where conversions or

change of use are proposed;

- H. Ensure that noise mitigation measures are implemented to demonstrate compliance with British Standard BS8233: 2014 - Guidance on sound insulation and noise reduction for buildings, as appropriate;
- I. Demonstrate that new plant and machinery (including ventilation) will not harm the amenity of neighbouring properties, and generate a noise level that is at least 10dB below the background noise levels; and
- J. Be located outside of the 69 dB LAeq 16hrs noise contour of Heathrow Airport where noise-sensitive uses (i.e. residential, nursing/care homes, schools/educational establishments, hospitals/healthcare facilities) are proposed, consistent with Section 2 of the International Civil Aviation Organisation (ICAO) Balanced Approach to Aircraft Noise Management which directs residential developments outside this contour.

We are taking this approach because

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

9.20 The approach to minimising noise impacts is twofold. Firstly, noise generating development, and proposals for developments near existing sources of noise, should be designed such that disturbance is avoided in line with the Agent of Change principle established in the London Plan and the NPPF. The use of noise impact assessments, and assessing potential noise nuisance using recognised measures such as British Standards, should be used to prevent and mitigate noise. Secondly, planning decisions should consider the context of the built environment, including established sources of noise pollution. This approach is particularly relevant in the borough, where noise from Heathrow Airport's operations calls for land-use planning to have a role in reducing noise, as set out in the government's Aviation Policy Framework. In this regard, the council has a role in ensuring noise nuisance is not exacerbated by placing sensitive uses within higher noise contours. Noise contour mapping shows those parts of the borough affected by aircraft noise, rising from 57 dB LAeq 16h to 72 dB LAeq 16hr. Consistent with the ICAO Balanced Approach and advice from the airport operator, noise-sensitive development should be located outside the 69dBA LAeq16h contour, and in the case of family housing and non-residential noise-

sensitive development, also outside of the 63dBA LAeq unless it can be clearly demonstrated that the noise sensitive use would not be adversely impacted by noise levels over acceptable relevant standards.

- 9.21 The council will continue to work with neighbouring and HSPG partner authorities, and other stakeholders, including Heathrow Airport, to manage the impacts of noise generated by Heathrow.

POLICY EQ6 – LIGHTING

Our approach

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

We will achieve this by

- A. Assessing the potential light impacts of development proposals in line with the Agent of Change principle;
- B. Encouraging proposals to introduce automated timing systems to operate on 'night-time mode' when buildings are not in use; and
- C. Ensuring proposals which would result in an adverse impact on local and residential amenity, wildlife and biodiversity have put in place appropriate mitigation to address this.

We will expect development proposals to

- D. Minimise light pollution by providing the minimum amount of light necessary to achieve its purpose;
- E. Carefully consider lighting in the public realm and ensure that this is well-designed in order to address safety and security issues whilst also minimising light pollution;
- F. Incorporate energy efficiency measures in commercial buildings to reduce excessive lighting at times when it is not required;
- G. Provide adequate protection from glare and light spill to sensitive receptors in line with the Agent of Change principle;
- H. Demonstrate that proposals will not adversely impact on biodiversity and surrounding environments, and provide appropriate mitigation measures as may be necessary; and
- I. Submit a light assessment report where necessary, and mitigate the level of illumination, glare and spillage of light, in line with guidance produced by the Institute of Lighting Engineers and Building Research Establishment.

We are taking this approach because

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

POLICY EQ7 - SUSTAINABLE WASTE MANAGEMENT

Our approach

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

We will achieve this by

- A. Working with the West London Waste Authority boroughs to manage the borough's London Plan waste apportionment as set out in the West London Waste Plan, and work with partnering authorities to review the West London Waste Plan to ensure it remains up to date and effective;
- B. Work with Thames Water to deliver improvements to wastewater infrastructure, including the Mogden Sewage Treatment Works; and
- C. Providing in-principle support for proposals for new sewage and wastewater infrastructure, including the Thames Tideway Sewer Tunnels.

We will expect development proposal to

- D. Incorporate suitable on-site arrangements for waste management, including the location, size and design of waste, recycling and composting facilities, and convenient access for its deposit and collection, in consultation with the Council's waste services and in line with the London Plan, the Council's Recycling and Refuse Guidance (or any subsequent update), and the Character, Sustainability and Design SPD; and
- E. Undertake early engagement with Thames Water to ensure the development would not adversely impact the sewer system. Major developments must evidence this engagement and put in place any measures suggested by the operator to mitigate impacts.

We are taking this approach because

9.23 London is moving towards waste self-sufficiency, an aim to manage as much of its waste within London as practicable, and sending zero biodegradable and recyclable waste to landfill by 2026. The borough has adopted the West London Waste Plan (WLWP) in partnership with the West London Waste Authority boroughs of Brent, Ealing, Harrow, Hillingdon and Richmond upon Thames. This sets out how the boroughs manage their waste apportionment requirements set out in the London Plan. For Hounslow, this means managing 432,000 tonnes to 2041. The WLWP protects existing waste facilities and identifies sites for waste management in the west London boroughs. The WLWP will be reviewed and updated to reflect the updated policy requirements and apportionment set out in the London Plan.

9.24 Another component of waste management is sewage and wastewater

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

POLICY EQ8 – CONTAMINATION

Our approach

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

We will achieve this by

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

We will expect development proposals to

- D. Effectively treat, contain, or control any contamination. Developers will be required to provide Preliminary Risk Assessments (PRAs) where the application site or neighbouring land is known or suspected of being contaminated, or where a sensitive use is proposed, so as not to:
 - I. expose the occupiers of the development and neighbouring land uses 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;
- E. Present adequate site investigation information, including an assessment of the site's history, potential contamination sources, pathways and receptors, and where appropriate, physical investigation, chemical testing, assessment of ground gas risks and assessments of risks to surface and groundwater;
- F. Present proposals for the control of any risks from contamination that may be present;
- G. Demonstrate that contamination has not been caused during development, including demonstrating that imported materials are of suitable quality;
- H. Have regard to sustainability considerations where remediation is required, including controlling the quantities of material removed from or imported to the site;
- I. Present evidence to demonstrate that following completion of any remedial works the risks from contamination have been controlled effectively in accordance with the development proposals;
- J. Ensure that the contamination of surface water and groundwater is

avoided, and where possible include measures to improve water quality through sustainable design and construction in line with the Water Framework Directive; and

- K. Carry out long-term monitoring, where required, in accordance with current statutory guidance and legislation for the required length of time needed to demonstrate the effectiveness of the remedial works.

We are taking this approach because

9.25 The borough has been home to a wide variety of uses throughout its history, including industrial uses, landfill, military operations and gas works. These uses have led to the potential for contamination on many sites, through the deposition of waste materials including putrescible waste, onsite chemical spillages, the burning of materials, leaks from fuels or chemical tanks and a range of other processes. Across London, the redevelopment of previously developed land is encouraged as a means of providing remediation and making full use of available land, and can also improve water quality. Those undertaking development have a duty to ensure that where a site is affected by contamination or land stability issues, a safe development is secured. Where residential development or food growing uses (e.g. allotments or community gardens) are proposed, consideration must be given to the potential contamination impacts of users of open spaces and gardens.

Notes

- Developers will be required to provide Preliminary Risk Assessments (PRAs) where contamination is known or suspected. Where PRAs are not provided at application stage, the council will review development proposals and may require planning conditions to secure measures to assess and mitigate any risks to health and the wider environment from contamination where permission is granted.
- Site investigations should be carried out by a competent person, and the extent of investigation required will depend on the size and type of development proposed and the history of the site.
- Developments consisting of residential or small commercial extensions, or replacement of a single domestic dwelling where contamination is not known or suspected to be present will not normally require investigation. However, where there is reason to suspect that contamination is present then investigation will be required.
- Desk-based investigations should normally identify the historic use of the development site, the contamination sources which may be associated with the site, the risk they may pose to a proposed development and what further investigation and remedial works are required.
- Remedial works may be completed during the course of development or in certain cases extend after construction has finished where this is the most technically appropriate solution.

- There is a large body of standards and guidance published by government and industry groups relating to the investigation and remediation of land affected by contamination for human health and controlled waters, and this should inform development proposals.
- Demonstration of successful remediation is likely to involve the production of a verification report including relevant information such as the results of validation testing, waste transfer documentation, and certification of correct installation of any gas or vapour barriers used.
- The council's Contaminated Land Strategy guides its work on the control of risks from contamination, in line with Part 2a of the Environmental Protection Act 1990.
- The Environment Agency's Groundwater Protection guides considers the risk of water contamination through development, and suggests that certain uses are located an appropriate distance from receptors known as Source Protection Zones (SPZs).
- The Water Framework Directive promotes the remediation of contaminated land as a means of achieving water quality improvements.
- Development should include drainage designs and piling that do not pose a risk of mobilising contaminants, and promote improvements to water quality through sustainable design and construction.

POLICY EQ9 - HAZARDOUS SUBSTANCES

Our approach

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

We will achieve this by

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

We will expect development proposals to

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

We are taking this approach because

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

POLICY EQ10 – MINERALS

Our approach

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

We will achieve this by

- A. Continuing to support schemes at Rectory Farm and Land South of Western International Market for the extraction of minerals to meet the borough's London Plan apportionment of 700,000 tonnes. Proposals for other uses will not be supported where minerals are not proposed to be extracted first, unless the use is on a strictly temporary basis that is unlikely to delay the practical commencement of extraction operations, or where an overriding community need for the proposed development outweighs the need for the mineral resource;
- B. Safeguarding other sites with minerals reserves (as identified on the Policies Map as Land South of Hatton, Mayfield Farm, and Land West of Thames Water works at Kempton) so that their potential contribution to the borough's aggregate supply is considered before development takes place that could prevent future extraction;
- C. Promoting the recycling of construction, demolition and excavation waste, consistent with the West London Waste Plan and London Plan; and
- D. Promoting the sustainable movement of aggregates, including safeguarding railheads used for distribution (the Safeguarded Minerals Railhead and associated minerals operations at Transport Avenue - see Figure EQ10.1), and managing potential conflicts between new developments and safeguarded sites in line with the Agent of Change principle.

We will expect development proposals to

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

We are taking this approach because

- 9.27 Hounslow is one of four London boroughs designated as a minerals planning authority, and therefore has a role in ensuring London's supply of aggregates (including land-won sand gravel, crushed rock and recycled and alternative materials). The borough's apportionment is established in the London Plan, which requires a provision for the maintenance of a seven year landbank apportionment of 700,000 tonnes of a combined five million tonnes of land-won aggregates to 2041. The council will monitor its aggregate activities through Local Aggregate Assessments and surveys, and through participation in the London Aggregate Working Party which co-ordinates London's aggregate provision.
- 9.28 Following a search for suitable locations, two sites have been allocated for potential aggregate extraction: Rectory Farm and Land South of Western International Market in the borough's west. The Minerals Background Report 2011 also identifies other sites with mineral reserves and a railhead used for aggregate distribution and associated operations (namely, the site at Transport Avenue) which will be safeguarded. This safeguarding will not necessarily preclude other forms of development, rather establishing the presence of mineral resources, or associated distribution/processing facilities in the case of the railhead. Should extraction take place at Rectory Farm, Land South of Western International Market, or indeed any other sites, negative impacts, such as transport movements, should be mitigated. Legacy should be considered through aftercare, restoration and reuse.

What this will look like

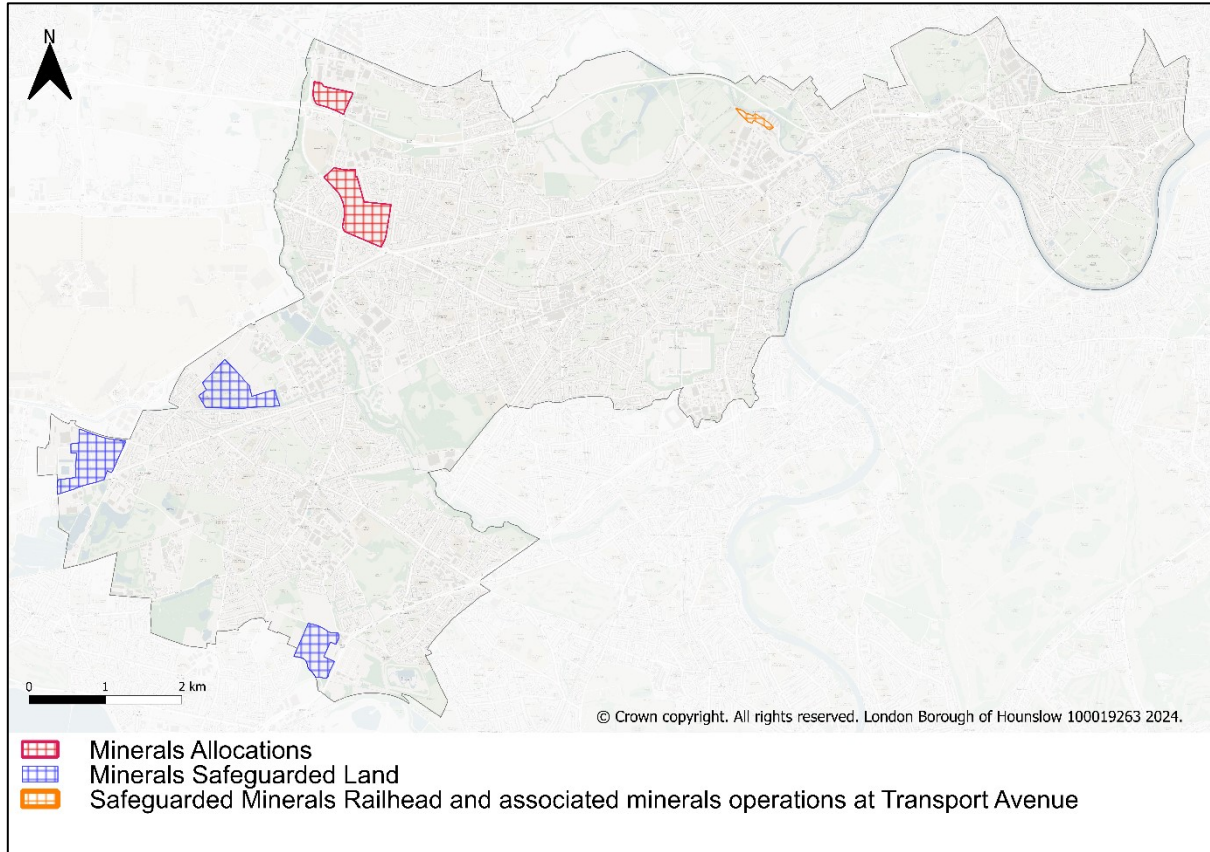


Figure EQ10.1: The borough's mineral resources and safeguarded railheads

CHAPTER 10 ENHANCING CONNECTIVITY

POLICY EC1 – STRATEGIC TRANSPORT CONNECTIONS

Our approach

We will work with partners to secure investments to existing and future strategic transport connections, including to London Underground, rail, London Overground, bus, pedestrian and cycle and highway services. These enhancements will maximise the borough's regeneration potential and support growth whilst also helping achieve our environmental objectives including tackling climate change and air quality as well as improving public health in our communities.

We will achieve this by

- A. Supporting planned upgrades to the Piccadilly and District lines;
- B. Promoting the development of rail connectivity between Southall (including the Elizabeth Line) and the Great West Corridor;
- C. Promoting the development of the proposed West London Orbital rail connection from Hounslow station to Hendon/West Hampstead via Old Oak Common, with services calling at Isleworth, Syon Lane and Brentford and a new station at Lionel Road South, supporting the Kew Bridge area of the Great West Corridor;
- D. Creating an accessible rail and tube network through the delivery of more step-free stations in the borough, enabling access for all to tube and rail services
- E. Promoting improvements to bus facilities, networks and services, particularly serving growth areas, town centres and the Great West Corridor and West of Borough (including Heathrow OA) and equality opportunity areas enabling greater access to opportunities;
- F. Supporting the introduction of express bus services within the borough under the Superloop branding;
- G. Supporting improved access to the Piccadilly line, including the introduction of a permanent stop at Turnham Green and improved links between the line and the Great West Corridor ;
- H. Supporting improved access to Heathrow Airport through new southern public transport access.
- I. Supporting improvements to rail services on the South West Railway network, particularly on Sunday services;
- J. Promoting Hounslow Priority cycle networks, including a 'cycling spine' along the A315 and improvements along the A4 to connect communities, and to provide cycle parking borough wide;
- K. Prioritising Walking and wheeling in the borough, adopting a healthy streets approach and delivering footway and public realm improvements, increasing pedestrian priority on kerbside spaces and removing unnecessary car trips working towards Vision Zero.

- L. Promoting improvements to the highways network to best facilitate sustainable transport modes, including targeted junction improvements, targeted travel demand management, signal optimisation and bridge works
- M. Supporting initiatives to reduce the severing impact of road infrastructure in the built environment, including proposals relating to the M4, A4, A312, A30, A316.
- N. Enabling efficient freight movements in the borough through freight consolidation measures and a shift to greener freight through cargo bikes and enabling electric last mile deliveries.

We will expect development proposals to

- O. Ensure that access to existing and future strategic transport connections is considered, including through appropriate design; and
- P. Contribute to improvements to the strategic transport network where appropriate, particularly in growth and opportunity areas, consistent with the Transport Strategy, the Local Implementation Plan and Infrastructure Delivery Plan, and the findings of Transport Assessments or other appropriate studies. This includes mitigation measures beyond the borough boundary, where suitable.
- Q. Demonstrate that freight movements have been considered during both the construction and operation of any developments in accordance with Policy T7 of the London Plan.

We are taking this approach because

- 10.1 Strategic transport connections into, out of and through the borough are central to attracting investment and improving perceptions of the borough as a place to live, work and visit. Much of the borough's economic prosperity centres on its strategic location between Heathrow Airport and central London, with long established routes connecting the borough to other parts of London and beyond. The ambitious regeneration plans set out in the Local Plan, including significant housing and employment growth, will bring new populations into the borough, both as residents and workers. Ensuring that people feel safe and well connected by sustainable modes of transport will encourage inter Borough travel and will ensure that communities within Hounslow are well connected to others in the borough and beyond. Having declared a climate emergency, it is important that our transport networks move to more efficient, green and healthy modes of travel which reduces emissions, improves the quality and accessibility of the public spaces and maximises the opportunity for the transport system to improve health outcomes by removing barriers to the uptake of active travel through providing greater choice.
- 10.2 Growth in neighbouring boroughs, such as Southall in Ealing and Hayes and Harlington in Hillingdon, will intensify the use of the road network in west London. In this context, on-going investment in the strategic transport network is required to ensure that this accessibility is maintained and improved. The scoping of

Transport Assessments (TA) for major development sites identified within the Local Plan shall be agreed with adjoining LPAs where appropriate. In cases where a TA subsequently concludes there to be any cross-boundary impact on the local transport network in the adjoining LPA, it should be ensured that there is a mechanism for contributions or other suitable mechanisms such as legal agreements under the Highways Act or Grampian style planning conditions, towards appropriate improvements beyond the Borough boundary.

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

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

Proposal	Description of proposal
Piccadilly line upgrade	Planned upgrade includes the provision of new rolling stock and signalling equipment, which will cut journey times by 19% and increase capacity by 24%
Four Lines Modernisation	Completion of the Four Lines Modernisation which will see further signalling improvements
Improving bus services	Proposed improvements to bus services, including introduction of new or improved services serving the Great West Corridor to improve capacity and frequency to growth areas, jobs and opportunities. Review of bus network within the borough to ensure adequate services to both existing and new communities
Access improvements to rail and tube network	Continual delivery of step free access improvements in the borough building on completed schemes at Syon Lane and Isleworth rail stations. Funding has been identified to enable step-free access improvements at Hounslow West, Kew Bridge and Gunnersbury Stations. Step free access to be brought forward at further station during the Local Plan Period. Improvements to be delivered to the local environment, removing barriers for walking, wheeling and cycling to rail and tube networks alongside better integration with bus services.
Improving orbital and Overground rail connections	Promotion of a new passenger service between Hounslow station and Hendon/West Hampstead via Old Oak Common, calling at Isleworth, Syon Lane, Brentford and a new station at Lionel Road South serving the Kew Bridge area. This proposed scheme would provide a connection to Crossrail and is connected to the wider business case for High Speed Two, though the connection could be implemented earlier.
	Promotion of a new passenger service between Brentford (Great West Corridor) and Southall, to provide a direct link between the employment corridor and the Great Western Mainline and the

	Elizabeth Line at Southall. .
Improvements to Piccadilly line access	Promotion of Turnham Green station as a permanent stop on the Piccadilly line to improve public transport accessibility in Chiswick and aid sub-regional connectivity particularly between Richmond and Ealing/Heathrow Airport. Promotion of improved pedestrian access to the employment corridor located on the Great West Corridor, providing links to the Piccadilly line.
Improving surface level access to Heathrow Airport	Proposed southern public transport improvements to Heathrow Airport, with services originating from London Waterloo using the South West Railway network and serving stations within the borough. Also consideration of new public transport connections to Heathrow Central Terminal Area.
Cycle Superhighway	Promotion of a new borough cycling network with a central A315 spine. New Cycleways delivered connecting the whole borough and destinations beyond including the continual delivery of Cycleway 9 to Hounslow town centre.
Walking and Wheeling	Prioritising Walking and wheeling in the borough by adopting a healthy streets approach to the delivery of footway and public realm improvements, increasing pedestrian priority on kerbside spaces and removing unnecessary car trips working towards Vision Zero. This will be done through the creation of a strategic Walking and Wheeling network for the borough.

POLICY EC2 – DEVELOPING A SUSTAINABLE TRANSPORT NETWORK

Our approach

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

We will achieve this by

- A. Promoting ‘car-free’ or ‘low car’ development where appropriate, as well as car clubs and car sharing schemes in line with London Plan Policy T6 and T6.1;
- B. Promoting the active management of car parking and travel demand in the borough, particularly through the implementation of the Councils Parking and Kerbside Strategies, Controlled Parking Zones (CPZs) and restricting access to these zones to existing dwellings, and requiring developments to plan end-use in accordance with these measures;
- C. Preparing site specific development briefs where relevant to ensure that sufficient car parking is retained to meet local needs. For strategic sites these briefs should include existing publicly accessible car parks.
- D. Using the standards established in the London Plan for car parking, cycle parking, motorcycle parking, coach parking and electric vehicle charging (or as updated by alterations to the London Plan). The London Plan specifies the maximum number of car parking spaces that developments should provide, having regard to the type of development and public transport accessibility. The London Plan also specifies levels of cycle parking, however these are minimum standards and the council may seek a higher provision in certain circumstances;
- E. Requiring proposals for vehicle crossovers and off-street parking spaces to be consistent with the council’s adopted policy on vehicle crossovers and off-street parking.
- F. Rebalancing the transport system towards walking and wheeling, cycling and public transport in order to achieve the London Plan strategic target of 71% of all journeys in Hounslow to be undertaken by sustainable modes of transport by 2041.
- G. Applying a Healthy Streets approach to deliver liveable neighbourhoods, enhanced walking and wheeling and cycling routes and infrastructure that reduces traffic speed, promote safe streets and active travel in line with the London Plan
- H. Continuing and expanding our Cycle training programme borough wide to give people skills and confidence to make more journeys by bike.

We will expect development proposals to

- I. Demonstrate that they are located appropriately with regard to public transport accessibility and capacity, road capacity and access to good quality walking and wheeling and cycling networks. Developments will be expected to contribute to upgrading existing infrastructure to current

standards. Developments should provide a minimum number of cycle parking spaces and an appropriate maximum number of car parking spaces consistent with the standards in the London Plan and the WestTrans West London Cycle Parking Guidance and any subsequent guidance. They should be designed appropriately in accordance with the Council's Supplementary Planning Documents and guidance including the Character, Sustainability and Design Codes SPD (2024) and any subsequent document. All cycle parking should be of high quality, covered, secure and integral to building design. They should also be easily accessible, at ground floor level with internal and external access and with vertical or semi vertical stands avoided. All carparking for new developments must be accommodated on site;

- J. Contribute towards on street visitor cycle parking.
- K. Integrate a legible movement hierarchy that aligns with existing movement patterns and connects development sites with existing walking, wheeling and cycling networks and contributes to public realm improvements along these networks. New streets are expected to include street trees, landscaping and SuDS;
- L. Demonstrate that severe traffic and significant road safety impacts on the transport network are avoided, including preparation of Transport Assessments for all major schemes, and providing contributions or improvements to transport networks;
- M. Demonstrate that sufficient public car parking remains or is re-provided in the area to serve local needs where there will be a reduction in off-street car parking and/or where parking cannot be accommodated on-site. This could include consideration of available on-street car parking or involve the provision of an appropriate temporary facility. This should ensure that the development ultimately provides for existing local need, together with the resulting increase in demand arising from the development;
- N. Prepare Travel Plans, Healthy Streets Checks and Assessments and Active Travel Zone assessments in accordance with latest guidance from Transport for London or any subsequently adopted guidance;
- O. Incorporate on-site design measures and facilities to promote walking, wheeling and cycling, including safe and comfortable access to building, in line with the London Plan and the Council's Supplementary Planning Documents and guidance;
- P. Ensure that the construction phase activity has been adequately considered and would not have an undue impact on the highway network or neighbours' amenity. Construction Logistics Plans should be submitted for larger schemes or sites in sensitive locations and the developers and contractors are expected to follow CLOCS (Construction Logistics and Community Safety);
- Q. Provide appropriate on-site facilities to accommodate efficient delivery and servicing strategies that must not compromise pedestrian and cycle movement and must seek to reduce congestion, taking into account the increase in on-line deliveries. Developers will be expected to submit Delivery and Servicing Plans that consider measures such as low emission, freight consolidation, last mile delivery modes such as cargo bikes for local deliveries, and centralised delivery management

and facilities.

We are taking this approach because

- 10.4 The growing number of people coming to the borough to live, work and study means the delivery of a sustainable transport network is crucial. The council's over-arching objective for transport, as set out in the Transport Strategy and Local Implementation Plan (LIP), is to 'enable all those who live in or visit the area to travel safely and conveniently, whilst supporting environmentally sustainable economic growth and improving health'. The proposals for new jobs and homes set out in the Local Plan will lead to more frequent traffic congestion unless development includes travel management considerations. In addition, a stressed transport network will exacerbate existing air and noise pollution, whilst a lack of 'active travel' modes (i.e. walking and cycling) contributes to other health issues, such as obesity.
- 10.5 Whilst the delivery of strategic transport connections and other infrastructure set out in the Transport Strategy and LIP are important to achieving sustainable movement, new developments will play an essential role, and therefore a suite of considerations shape planning outcomes. These include preparing transport assessments and travel plans, designing schemes so that they promote walking and cycling, managing car parking and improving the public realm, including through developer contributions. These measures will create a better environment for sustainable movement, and even where cars still have a dominant role, the promotion of car sharing, electric vehicles and improvements to the highway network will improve efficiency and environmental outcomes.

POLICY EC3 – HEATHROW AIRPORT

Our approach

We will encourage a more sustainable Heathrow Airport by working with the airport operator and other partners to reduce environmental and traffic impacts, whilst recognising the role of the airport in the local economy and promoting sustainable travel by passengers, staff and supply chain to the Airport.

We will achieve this by

- A. Opposing the future expansion of Heathrow Airport, including additional runway and terminal capacity;
- B. Opposing the removal of the air transport movement limit at Heathrow Airport of 480,000 per annum;
- C. Giving due consideration to the International Civil Aviation Authority's Guidance on the Balanced Approach to Aircraft Noise Management when making decisions regarding the airport or those parts of the borough affected by the airport;
- D. Continuing to monitor developments relating to airport expansion and , if necessary, bringing forward any revised approach to the spatial strategy in a future review (or update) of the Plan.
- E. Promoting increased surface access provision to Heathrow Airport, by working with partners to improve public transport connections and cycle infrastructure, and utilising the road network more efficiently;
- F. Supporting initiatives that promote modal shift towards the more sustainable forms of transport to and from Heathrow Airport; and
- G. Recognising and utilising the important role Heathrow Airport plays in stimulating economic growth in the borough.

We will expect development proposals to

- H. Demonstrate that air and noise pollution from aircraft movements, the airport's infrastructure and transport to and from the airport, avoid adverse impacts on the borough;
- I. Assess and illustrate the noise impacts of any development proposal, including the use of alternative noise metrics (i.e. alternative in addition to the dB LAeq 16h);
- J. Demonstrate that all reasonable steps have been taken to reduce the risk of safety related incidents occurring;
- K. Demonstrate that adverse impacts on the Green Belt, Metropolitan Open Land, open space and biodiversity are avoided;
- L. Demonstrate that adverse impacts on the borough's transport network and the wider strategic transport network are avoided;
- M. Have a positive impact on the local economy; and
- N. Be compliant with the government's policy on control of development in airport Public Safety Zones

We are taking this approach because

- 10.6 The London Borough of Hounslow is located adjacent to Heathrow Airport, London's busiest and the UK's hub airport. Heathrow Airport therefore has a major role in the local economy, employing more than 11,000 of the borough's workforce and many others indirectly. In the west of the borough, there is a concentration of airport-related business, including logistics, services such as hotels and catering services, and industrial estate and business parks (such as Bedfont Lakes) closely aligned with the airport. The broader economy also benefits, with multi-national companies located on the Great West Road and Chiswick Business Park enjoying close proximity to Heathrow Airport.
- 10.7 However, Heathrow Airport's proximity also means that parts of the borough experience noise and air pollution. This is particularly so in the borough's west. Therefore, recognising that Heathrow Airport is both central to the borough's economy and causes environmental impacts, the council's position is for a more sustainable Heathrow Airport that maintains its current capacity and continually minimises its impact on surrounding areas. In considering proposals for increases in passenger or runway capacity, the council will continue to assess the implications of any proposal, for example in terms of pollution and impact on the open space (and Green Belt), the local economy, housing demand and the transport network.
- 10.8 The Borough is intensively overflown with flights every 90 seconds. This has had a significant impact upon the economic wellbeing and the quality of life of our businesses and communities. The Council believes that the effects of aircraft noise at night is a significant problem and stricter action is needed to address this. This is due to the demonstrable impact of the average 16 night flights each day, and that how that affects wellbeing and sleep quality; for instance, the Hounslow based Clinical Commissioning Group has identified twice the national rate for stroke and heart attack and associated hospital admissions in our borough.
- 10.9 The Council has a long-held position that Heathrow should be 'Better, Not Bigger'. Whilst the Council has been opposed to a bigger Heathrow, whether through additional flights, the addition of a third runway or a relaxation on runway operations and night flights, we want a better and more successful Heathrow, as an asset that benefits our residents and communities.
- 10.10 The Council believes that the benefits of living in proximity to Heathrow needs to be greater for the whole community, not just for passengers who arrive at, and depart from, Heathrow, or whose jobs are directly or indirectly linked to the airport. Concerted efforts must be made to mitigate against the direct negative effects of airport operations on our communities – particularly in relation to noise; poor air quality; congestion on the transport network and loss or degradation of green space and biodiversity.
- 10.11 Hounslow Council's position on night flights is that there should be a ban on

all flights between the hours of 23:00 and 07:00, emergencies exempted, due to the significant impact they have on the quality of life; particular the sleep patterns and wellbeing of residents.

- 10.12 The Council does recognise the significant national and local benefits that Heathrow Airport has on the economy and employment, clearly demonstrated during the COVID-19 pandemic and the resultant impact on the aviation industry. For this reason, we are working with the airport operator and key stakeholders across the sub region to support economic recovery and maximise the benefits the airport brings to the borough, and that we secure the best possible mitigation and the compensation package which addresses, as far as possible, the negative impacts of airport operations on the local area and our residents' quality of life.
- 10.13 The Council has been working together with the airport operator to secure improved local employment opportunities and to shape the local area around Heathrow as an attractive place to live, work and visit. This will ensure that any future airport expansion (the decision for which is out of the Council's control), and the associated airport related development, facilities and infrastructure are the most suitable, advantageous, well-located and coordinated, that minimises' disruption and maximises' community benefit with mitigation and compensation packages that address all the negative impacts.

POLICY EC4 – TELECOMMUNICATIONS

Our approach

We will promote the enhanced connectivity of the borough through supporting infrastructure for high speed broadband and telecommunications.

We will achieve this by

- A. Supporting improvements to infrastructure and to electronic communications networks, including to telecommunications, high speed broadband and full fibre or equivalent digital infrastructure where adverse impacts on surrounding environments and interference with other electrical equipment, air traffic services and other instrumentation is avoided, consistent with the NPPF; and
- B. Ensuring that development does not interfere with broadcast or telecommunications services, consistent with the NPPF.

We will expect development proposals to

- C. Consider the siting and appearance of the installation of any associated structures to minimise impacts on any host buildings and the visual amenity and context and character of the surrounding areas;
- D. Demonstrate that the possibility of utilising existing installations or associated buildings has been explored;
- E. Demonstrate that adverse impacts on heritage assets, conservation areas, archaeological sites, open spaces and Green Belt, areas of landscape importance and biodiversity are avoided; and
- F. Retain a minimum of 2m wide footways for pedestrians and 3m wide where shared with cyclists ensuring equipment does not obstruct movement on their desire lines. Developments should ensure that the siting of structures does not obstruct visibility splays or otherwise adversely impact highway safety. Where infrastructure is proposed on footways that would be reduced to less than the minimum widths stated above, developers would be expected to widen the footway.

We are taking this approach because

- 10.14 The provision of digital infrastructure should be treated with importance. Developing and maintaining the borough's telecommunications infrastructure will ensure the continued economic and social success of the borough. Businesses, community facilities and residents should have access to modern technology as the borough positions itself as a place to invest and live. Expansions to the electronic communications network, including telecommunications installations and high speed broadband, should be supported, consistent with the NPPF. However, an over-concentration of installations or poor placing and design can have negative impacts on neighbourhoods and detract from the benefits they provide, so proposals will be assessed in terms of their impact on local context and character.

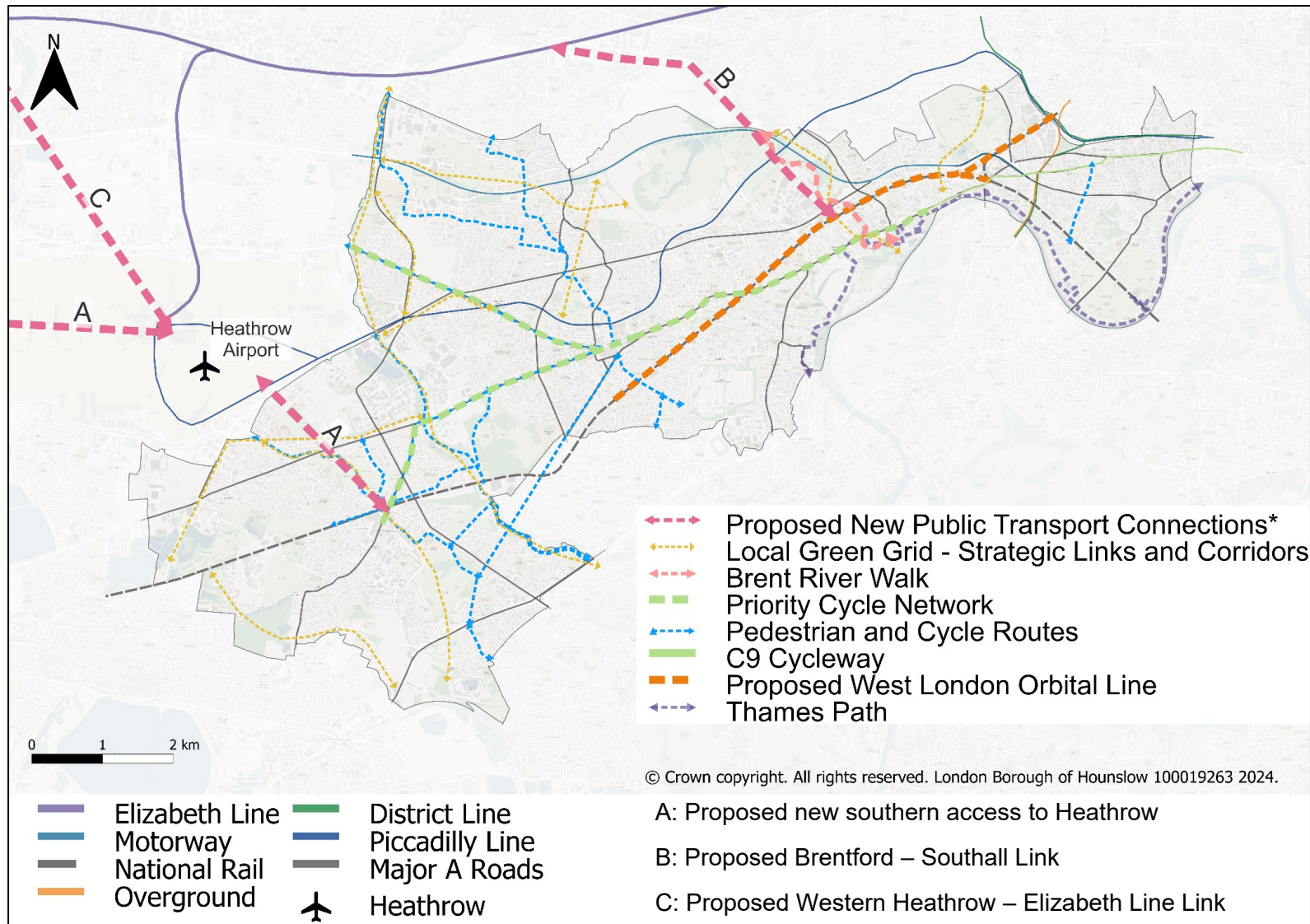


Fig EC1: Strategic Transport Connections and Improvements

CHAPTER ELEVEN – IMPLEMENTING THE STRATEGY

POLICY IMP1 - SUSTAINABLE DEVELOPMENT

Our approach

We will take a plan-led approach to all growth and development within the borough that is considered to be in accordance with the principles of sustainable development as set out in the NPPF, with a balance of social, environmental and economic dimensions.

We will achieve this by

- A. Implementing the Local Plan in accordance with the principles of sustainable development as set out by the NPPF.

We are taking this approach because

- 11.1 A presumption in favour of sustainable development is established in the NPPF as the ‘golden thread’ and this is encapsulated in the Local Plan. The three dimensions for sustainable development are economic, social and environmental. Positive outcomes for all three dimensions should be pursued jointly and simultaneously through the planning process and through proactive engagement between the council, developers and other stakeholders.

POLICY IMP2 - DELIVERING SITE ALLOCATIONS

Our approach

We will ensure that site allocations contribute to the delivery of sustainable growth and supporting infrastructure, and contribute to the delivery of growth in designated opportunity areas in the borough.

We will achieve this by

- A. Supporting in principle proposals that accord with the identified site allocation and the proposed use of the site, and which have regard to the context, constraints and other provisions of the respective site allocations;
- B. Preparing non-statutory planning briefs, and masterplans where appropriate to support the development of individual site allocations and the spatial integration of related development sites;
- C. Considering the use of Compulsory Purchase Orders for land assembly and rights over land to support wider regeneration objectives and the delivery of critical or necessary infrastructure; and
- D. Ensuring any barrier to the successful and timely regeneration of our opportunity areas and town centres can be appropriately addressed and overcome.

We will expect development proposals to

- E. Accord with the identified site allocation and the proposed use of the site and to also have regard to the context, constraints and other provisions of the respective site allocations, including any council adopted planning brief;
- F. Demonstrate that they have sought to meet or, where appropriate, exceed the minimum development quanta specified for uses in the allocations, and provide evidence to support any proposed variation with reference to other policies in the plan, and for applications that are following the viability tested route to the delivery of affordable housing, provide financial viability assessments following the review mechanisms set out in Policy SC2;
- G. Ensure that where the partial development of a site allocation is proposed, this would not be detrimental to the development or regeneration potential of the remainder of the land within the site allocation or prejudice the delivery of affordable housing, necessary infrastructure and/or net zero development; and
- H. Ensure they 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.

We are taking this approach because

11.2 The site allocations in the Local Plan are the key delivery mechanism for achieving the identified housing, employment, retail and infrastructure needs set

out in the Local Plan, through a sustainable plan-led approach. It is therefore crucial to the delivery of sustainable development throughout the plan period that developments deliver the allocated uses. Consequently, in principle support is given to developments which accord with the identified uses and minimum development quanta, and have regard to the context, constraints and other provisions of the site allocation. The council will also seek to assist the delivery of site allocations through the preparation of supporting guidance such as non-statutory planning briefs or masterplans where required, as well as Compulsory Purchase Orders in exceptional circumstances as set out in the policy. The policy also seeks to ensure development proposals for allocated sites secure comprehensive development and are not detrimental to the development or regeneration potential of land through partial redevelopment. This will help ensure the effective use of land, achieve regeneration of the overall area and avoid the sterilisation of individual elements of the site. The policy also seeks to ensure that developers consider the need to plan the phasing of development schemes with neighbouring schemes and programmed infrastructure delivery in mind, so as to avoid and mitigate any impacts to the local area.

POLICY IMP3 - IMPLEMENTING AND MONITORING THE LOCAL PLAN

Our approach

We will implement the Local Plan by working with strategic partners and the local community, and commit to monitoring the progress made year by year. We will ensure that new development in the borough contributes towards the provision of infrastructure needed to support growth.

We will achieve this by

- A. Delivering the infrastructure needed in a timely manner at a rate and scale sufficient to support the growth set out in the development plan through maintaining and monitoring an up-to-date Infrastructure Delivery Plan and the appropriate governance framework;
- B. Supporting the delivery of infrastructure through the use of Hounslow CIL receipts and planning obligations and, where appropriate, considering potential alternative funding and financing mechanisms;
- C. Preparing supplementary planning documents where required to support policies in the Local Plan and setting out what form this will take in the Local Development Scheme (LDS), or any alternative framework;
- D. Addressing strategic matters by complying with our duty to cooperate, or any future requirement relating to cooperation, when working with other local authorities, and working collaboratively with other stakeholders and organisations;
- E. Supporting the use of the tools set out in the Localism Act 2011 (as amended), the Levelling-up and Regeneration Act 2023, or any subsequent legislation designed to enable the local community to influence planning and development, while encouraging these community groups to engage early and effectively with the council and the plans the council prepares;
- F. Reviewing the Local Plan, the West London Waste Plan and the CIL Charging Schedule in whole or in part within five years of adoption;
- G. Establishing a monitoring framework for those policies which have a measurable outcome and publishing the outcomes of this in an Annual Monitoring Report, reviewing policies where they are not achieving their aim;
- H. Ensuring that development does not proceed unless the delivery of critical and necessary infrastructure to support that development is assured;
- I. Working with Thames Water and developers to ensure phasing is adequately conditioned to align with the completion of necessary sewerage network upgrades; and
- J. Working with infrastructure and utility providers, the Mayor of London and neighbouring authorities to identify and address key strategic infrastructure issues which may adversely impact the delivery of homes and other important development.

We will expect development proposals to

- K. Mitigate the impacts of the development on the area through a section 106 agreement, where necessary or appropriate, having regard to the Planning Obligations and CIL supplementary planning document; and
- L. Provide the CIL payments required by the Hounslow CIL charging schedule, and the Mayor of London's CIL.
- M. Work with relevant infrastructure and utility service providers and other key stakeholders to secure infrastructure improvements that may be required; and
- N. Mitigate the impacts of development on the highway network, including through securing any necessary highways works in agreement with the appropriate highways authority.

We are taking this approach because

- 11.3 A range of tools will be required to coordinate the sustainable development outlined through the Local Plan and ensure that this development is plan-led. New development within the borough will add incrementally to the need for new infrastructure and the overall picture of infrastructure need is set out in the borough's Infrastructure Delivery Plan (IDP). To support this growth, the borough will need to provide new infrastructure and in some cases maintain and upgrade elements of the existing infrastructure. The way in which development contributes towards infrastructure has and will continue to change. Guidance on negotiating obligations and setting CIL rates to secure necessary infrastructure is set out in the Planning Obligations and CIL supplementary planning document, whilst the local CIL rates are set out in the Hounslow CIL charging schedule. These documents will be reviewed and updated periodically to ensure they continue to help inform negotiations and set appropriate local CIL rates to deliver the infrastructure required to support growth.
- 11.4 A governance structure is in place to oversee the infrastructure delivery programme, ensuring that CIL and section 106 contributions are used appropriately, as identified through the IDP and to support the key priorities of the Council. Applications for infrastructure funding will be both internal and external to the council and so this body should include external infrastructure delivery partners.
- 11.5 The Council will seek to support community led Neighbourhood Plans where these are being progressed. There are currently three designated neighbourhood areas within the borough: Butts Farm, Hounslow Town Centre and Osterley.
- 11.6 Supplementary planning documents may be prepared to elaborate on key policies and assist with their delivery. The designations of Conservation Areas and heritage assets will also be reviewed. The council will produce assessments of need and other evidence, and Annual Monitoring Reports to support the 'plan, monitor and manage' process.

- 11.7 It will be important for developers to work with the Council and with the relevant infrastructure and utility service providers to secure infrastructure improvements that may be required for the development at the earliest possible opportunity, particularly in relation to electricity supply and water utilities connections.
- 11.8 Thames Water will work with developers and local authorities to ensure that any necessary infrastructure reinforcement is delivered ahead of occupation. In some circumstances Thames Water may seek the inclusion of phasing conditions in order to avoid adverse amenity impacts for existing or future users such as internal and external sewer flooding, pollution of land and water courses and / or issues with water supply in the form of no or low water pressure. To minimise the likelihood of requiring such conditions developers are advised to contact Thames Water as early as possible to discuss their development proposals and intended delivery programme.

CHAPTER TWELVE

SITE ALLOCATIONS

**Published in separate accompanying
document**

APPENDIX 1 – IMPLEMENTATION MONITORING FRAMEWORK

Chapter	Policy / Objective	IND	KPI	Target	Target Date	Policies Measured
3	Town Centres	3.1	Percentage of total permitted retail floorspace inside town centres or local centres	Not Applicable	Year 4 (ahead of review)	TC1 TC2 TC3 TC4
		3.2	Proportion of objectively assessed comparison and convenience retail need delivered	100%	Year 4 (ahead of review)	TC2 TC3
		3.3	Vacancy rates in town centres and local centres	Not applicable	Annual	TC3 TC4
4	Economic Development	4.1	Net change in industrial floorspace (E(g)(iii), B2, B8)	Not Applicable	Annual	ED2
		4.2	Net change in E(g)(i) office floorspace	Not Applicable	Annual	ED2
		4.3	Net Additional Hotel Rooms	Not Applicable	Year 4 (ahead of review)	ED4
5	Sustainable Mixed Communities	5.1	Net additional Dwellings completed	1,782 homes pa	Annual	SC1
		5.2	The percentage of new home completions that are delivered in affordable tenures	50% (applications not going down the Fast Track Route) 35% (Fast Track Route)	Annual	SC2
		5.3	The percentage of new affordable homes completed in the borough by affordable tenure	70% social/affordable rent and 30% intermediate	Annual	SC2
		5.4	The number of new homes completed in the borough by size and tenure	To align with Figure SC3.1 of the Local Plan	Annual	SC3

Chapter	Policy / Objective	IND	KPI	Target	Target Date	Policies Measured
		5.5	<p>Net additional Specialist Housing:</p> <ul style="list-style-type: none"> • Specialist Older Persons Housing (SOPH), comprising: <ul style="list-style-type: none"> ○ Housing with Support - Retirement Living or Sheltered Housing ○ Housing with Care - Extra Care or Enhanced Sheltered housing, also known as Assisted Living. • Care and nursing home bed spaces 	<p>SOPH:</p> <ul style="list-style-type: none"> • Housing with Support: 208 (4 years cumulative target) • Housing with Care: 84 (4 years cumulative target) <p>Care and nursing home bed spaces: 68 (4 years cumulative target)</p>	Year 4 (ahead of review)	SC8
		5.6	The percentage of wheelchair accessible M4(3) and accessible and adaptable M4(2) new build homes completed in the borough	10% M4(3) 90% M4(2)	Annual	SC5
		5.7	The number of additional authorised pitches for Gypsies and Travellers in the borough, and plots for Travelling Showpeople	Progress toward meeting target for pitches (33) and plots (26) over plan period	Year 4 (ahead of review)	SC9

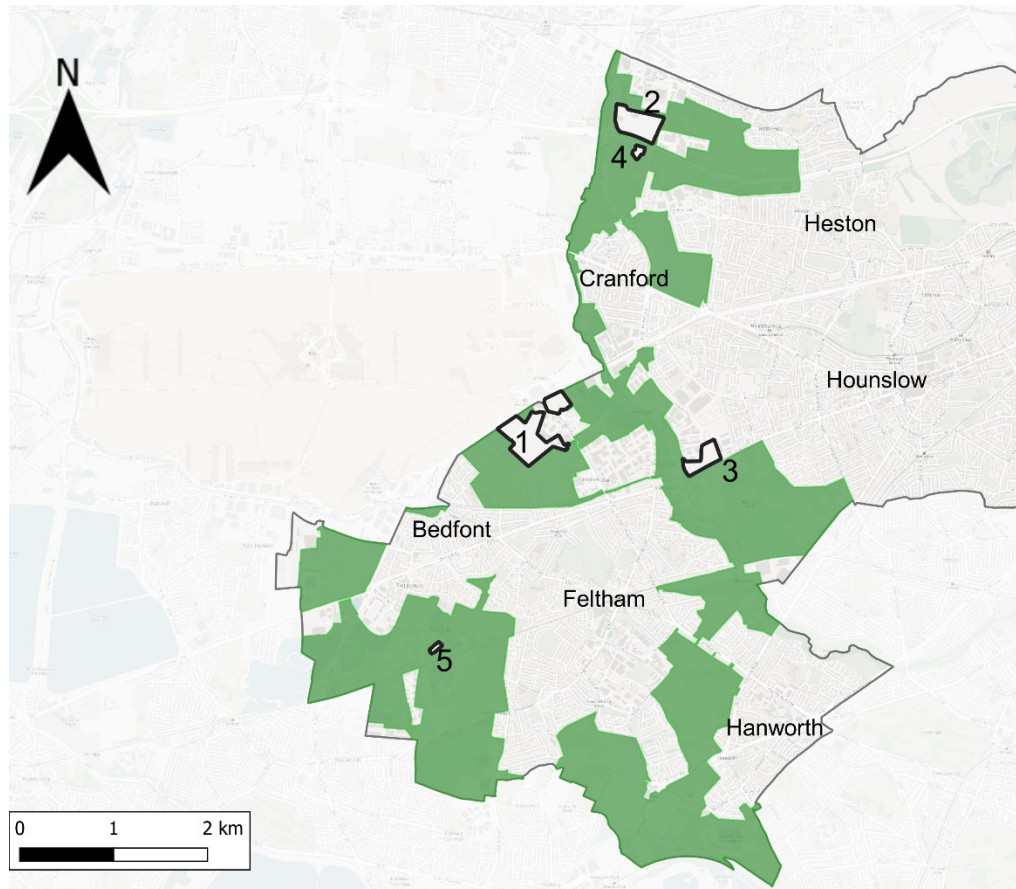
Chapter	Policy / Objective	IND	KPI	Target	Target Date	Policies Measured
6	Context and Character	6.1	Change in number of heritage assets at risk in borough	No increase in number of heritage assets at risk in borough	Annual	CC4
		6.2	% of Tall buildings permitted: (i) within identified appropriate locations/clusters (ii) outside identified appropriate locations/clusters	100% of tall buildings approved in appropriate locations	Year 4 (ahead of review)	CC3
7	Green and Blue Infrastructure	7.1	Protection of Green Belt and Metropolitan Open Land from inappropriate development	No inappropriate development granted or delivered on land designated as Green Belt or Metropolitan Open Land	Annual	GB1
		7.2	Level of access to open space	Reduction or no net increase in the area in the borough which is deficient in access to open space	Year 4 (ahead of review)	GB2
		7.3	Developments granted planning permission within designated wildlife sites or Biodiversity Action Plan Priority Habitats	Not applicable	Annual	GB7
		7.4	Performance of approved major developments against draft new London Plan Urban Greening Factor (UGF) targets scores (0.4	100% major developments meeting min. target scores	Annual	GB4

Chapter	Policy / Objective	IND	KPI	Target	Target Date	Policies Measured
			for predominantly residential schemes, 0.3 for predominantly commercial)			
		7.5	% SINC's in positive management and favourable condition	Not applicable	Year 4 (ahead of review)	GB7
8	Community Infrastructure	8.1	Protection of community facilities protected by CI1	No net loss of community facilities	Year 4 (ahead of review)	CI1
9	Environmental Quality	9.1	No of developments meeting min. on-site benchmark improvements over Part L	All developments to meet min. benchmarks	Year 4 (ahead of review)	EQ1
		9.2	Percentage of new development (residential and non-residential) Meeting BREEAM requirements set out in Figure EQ2.1	100% of consents to meet BREEAM requirements set out in Figure EQ2.1	Year 4 (ahead of review)	EQ2
		9.3	Residential schemes achieving mains water consumption of 110 litres or less per head per day	100% of residential schemes achieving 110l per head per day	Annual	EQ2
		9.4	Air pollution levels vs. UK national legal objectives and WHO 2021 Guideline for: <ul style="list-style-type: none"> • Nitrogen Dioxide (NO₂) • Particulate Matter (PM₁₀) • Particulate Matter (PM_{2.5}) 	Maintain current positive trend in annual mean emissions against UK National legal objectives and work toward the WHO 2021 guideline levels.	Year 4 (ahead of review)	EQ4



Chapter	Policy / Objective	IND	KPI	Target	Target Date	Policies Measured
		9.5	Minerals extracted in line with London Plan apportionment	Maintenance of a land bank (seven years' supply) of at least 5 million tonnes of land won aggregates	Year 4 (ahead of review)	EQ10
10	Enhancing Connectivity	10.1	Completion of Infrastructure Upgrades (Table EC1.1)	Named projects formally in process	Year 4 (ahead of review)	EC1
		10.2	Mode Share by foot, cycle or public transport	Positive progress toward Mayor's strategic target of 75% of all trips to be made by foot, cycle or public transport by 2041 (for Outer London)	Year 4 (ahead of review)	EC1 EC2

APPENDIX 2 – LAND PROPOSED TO BE RELEASED FROM THE GREEN BELT TO MEET DEVELOPMENT NEEDS

Total land that is proposed to be released from Green Belt through the Hounslow Local Plan 2020 - 2041

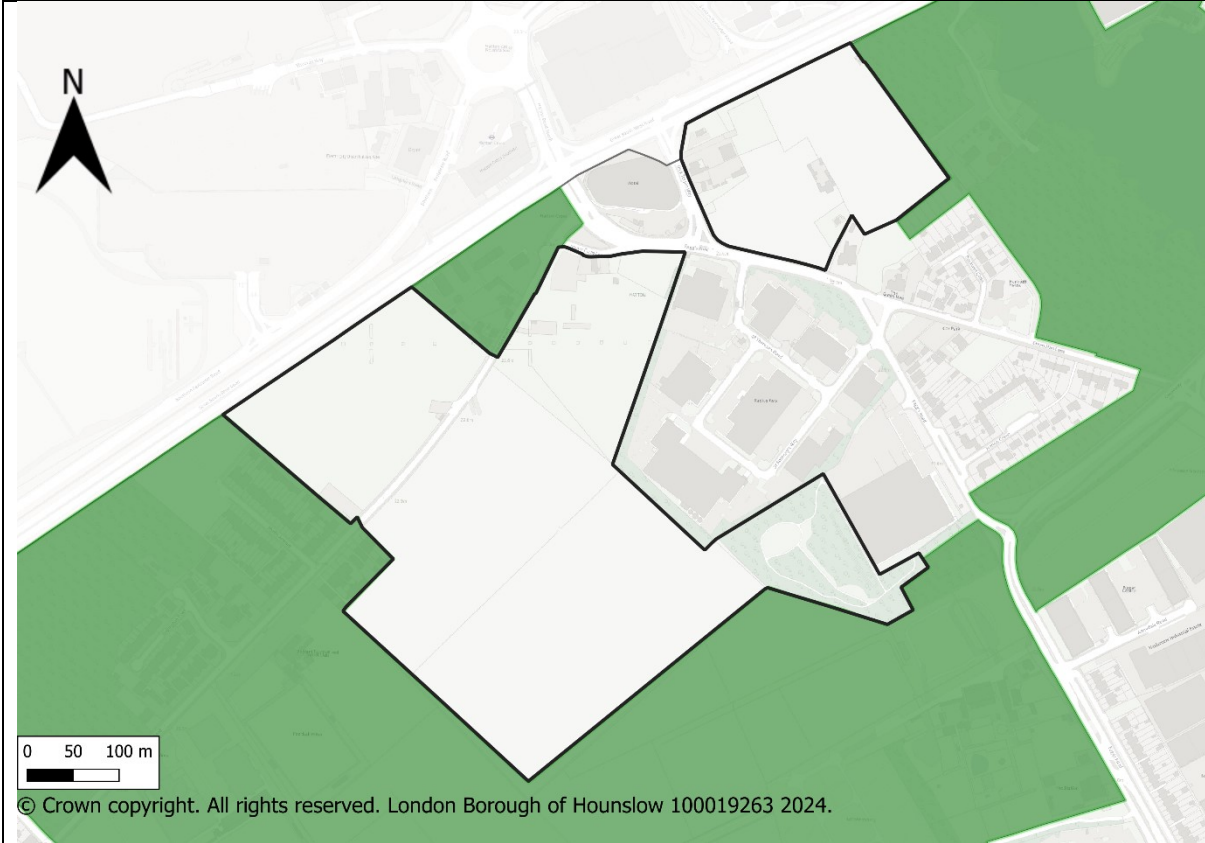




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-  Metropolitan Green Belt
-  Land proposed to be released from Green Belt

Area of land released from the GB: 44.81 Ha

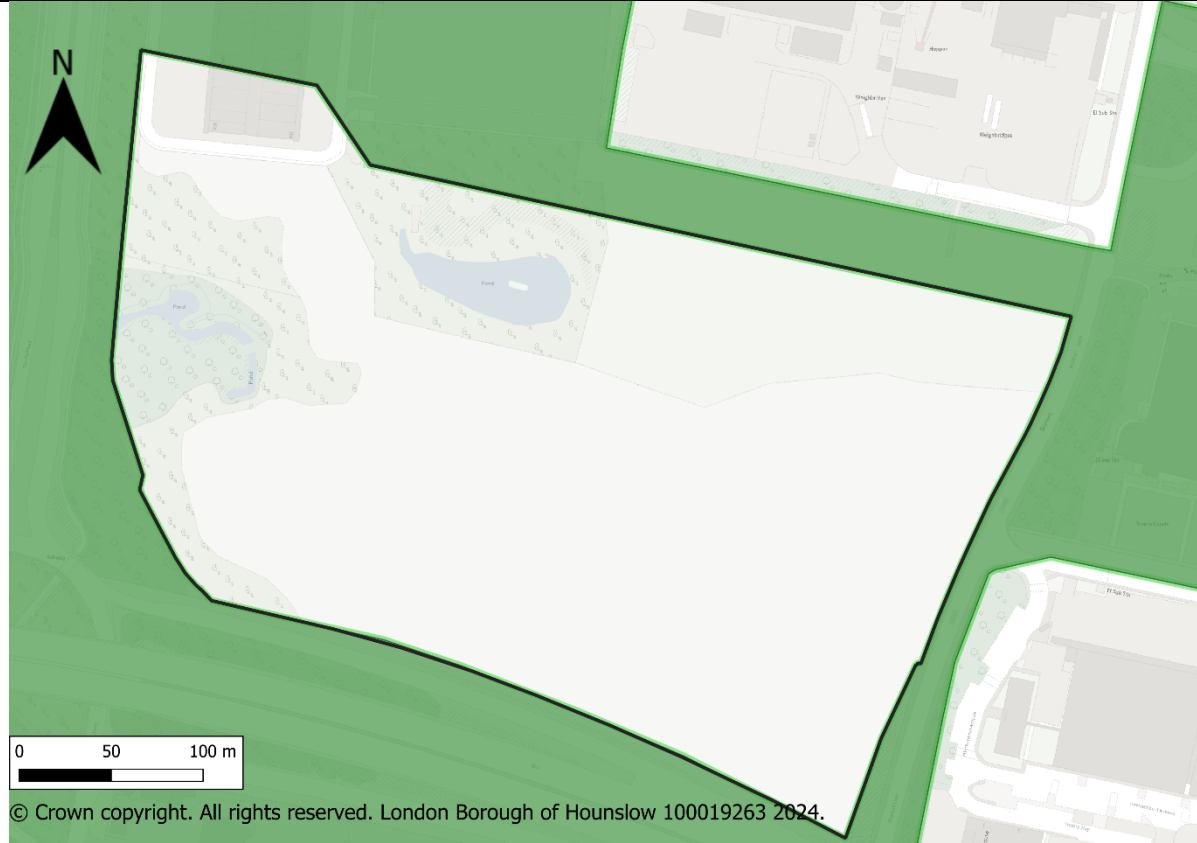
1 - Land at Hatton Fields and Dick Turpin Lane Green Belt Releases





-  Metropolitan Green Belt
-  Land proposed to be released from Green Belt

Area of land released from the GB: 23.22 Ha

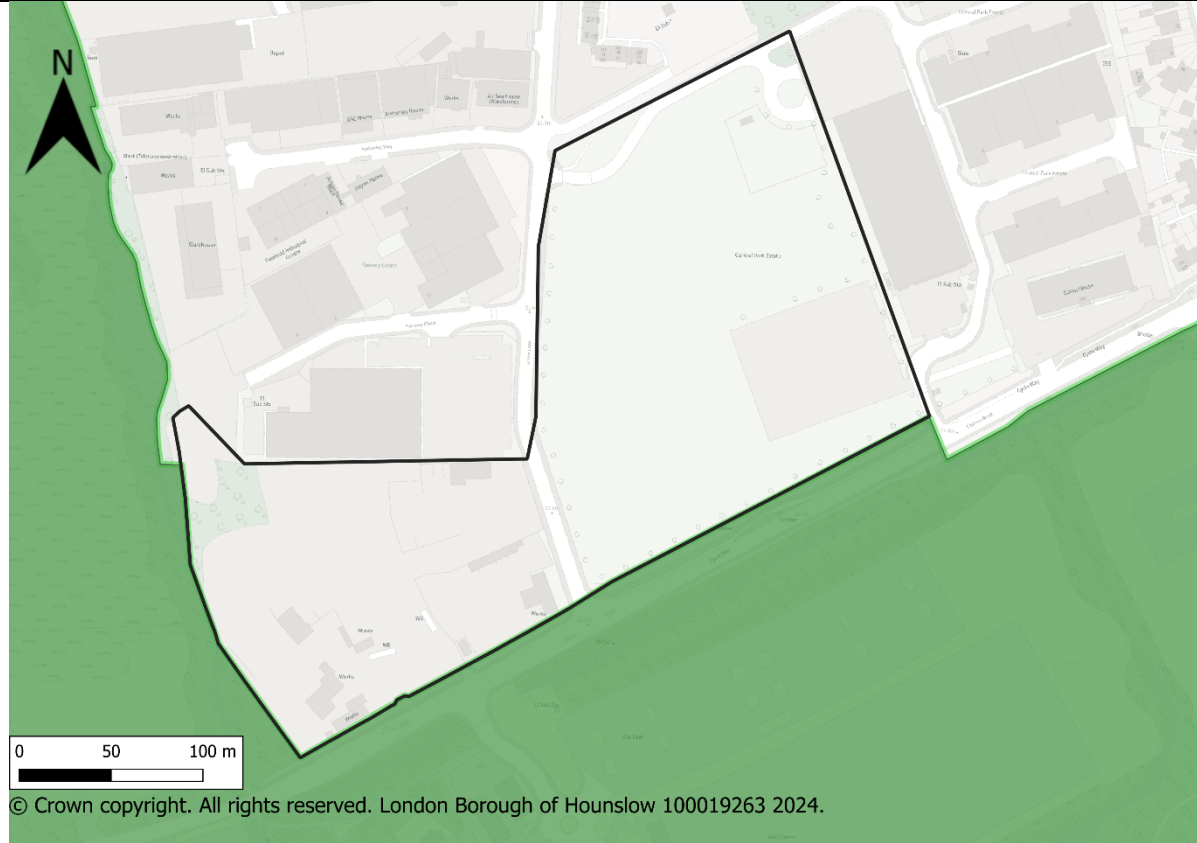
2 - Land South of Western International Market Green Belt Release





-  Metropolitan Green Belt
-  Land proposed to be released from Green Belt

Area of land released from the Green Belt: 12.78 Ha

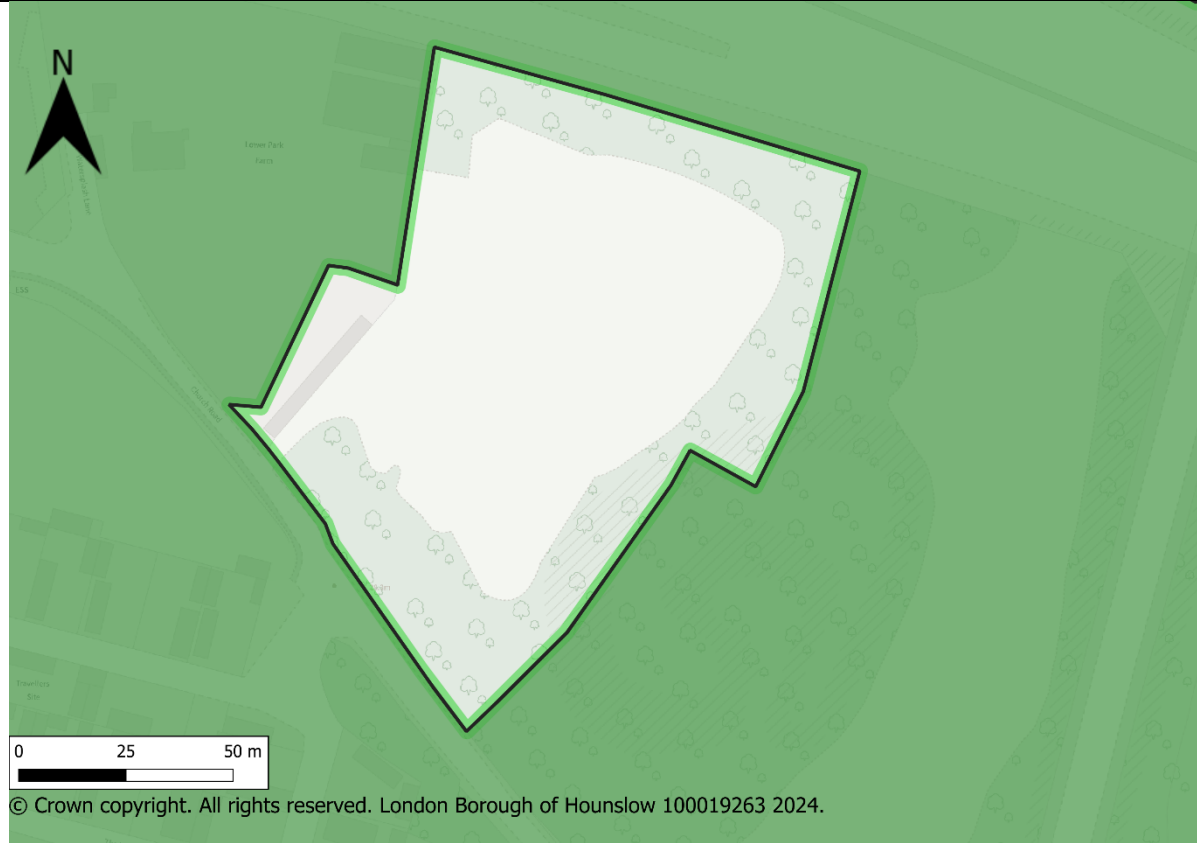
3 – Central Park Trading Estate and Ron Smith Recycling Green Belt Release





-  Metropolitan Green Belt
-  Land proposed to be released from Green Belt

Area of land released from the Green Belt: 6.76 Ha

4 - Land north of Church Road Green Belt Release





-  Metropolitan Green Belt
-  Land proposed to be released from Green Belt

Area of land released from the Green Belt: 1.25 Ha

5 - Land south of Bedfont Road Green Belt Release



-  Metropolitan Green Belt
-  Land proposed to be released from Green Belt

Area of land released from the Green Belt: 0.8 Ha

APPENDIX 3 – Neighbourhood Centres

Large Neighbourhood Centres

Hounslow West

- 286-368 Bath Road
- 262-278 Bath Road
- 1-7 Cavendish Parade and units adjoining (up to car park access road)
- 370-388 Bath Road

Bedfont

- 507-529 Staines Road
- 376-420 Staines Road
- 343 Bedfont Lane
- 469-503 Staines Road
- 531-537 Staines Road
- 422-432 Staines Road

Hanworth

- 1-5 Rex House
- 1-19 Market Parade
- 14-36 Hampton Road West

Heston

- 8-17 Central Parade
- 131-133 and 160-178 Heston Road
- 9-21, 8-14, 28-30 New Heston Road

Cranford

- 720-746 Bath Road
- 750-754 Bath Road
- 760-790 Bath Road

Isleworth

- 1-7 Odeon Parade (London Road)
- 468 and 459-495 London Road
- 3, 5, 16-20, 11-27 and 31-37 St John's Road
- 1a Woodlands Road

Old Isleworth

- 1, 3, 4, 7-11 Upper Square
- 1-4 The Pavement
- 1-14, 35-37 and 39-57 South Street
- Shrewsbury Walk

Small Neighbourhood Centres

Chiswick Area

- 2-30 Fauconberg Road
- 1-15 Grove Park Road
- 54-68 Thames Road
- 1-10 Stile Hall Parade and 553-575

Chiswick High Road

- 391-407 Chiswick High Road
- 1-18 The Broadway, Acton

Isleworth and Brentford area

- 1-9a Spur Road and 142-156 London Road
- 248-262 Twickenham Road
- 189-227 Twickenham Road
- 153-173 and 154-164 Thornbury Road, Osterley
- 56-60 Kew Bridge Road
- 1-19 Albany Parade

Central Hounslow Area

- 59-63 Heath Road and 2-20 Central Parade
- 34-56 Lampton Road (even numbers only)
- Wellington Road South and Staines Road Junction
- 244-254 and 315 Wellington Road South
- 87-99 Whitton Road
- 1-7 Green Parade, 135 and 158 Whitton Road
- 43-65 and 80-90 Kingsley Road

Cranford and Heston Area

- 1-8 Parklands Parade
- 53-75 Salisbury Road, off Green Lane
- 309-355 Vicarage Farm Road
- 204-228 Great West Road and 44-50, 64-80 and 141A Vicarage Farm Road
- 474-514 Great West Road and 1 Heston Road
- 146-150, 160-164 and 174-178 Brabazon Road
- 182-190 North Hyde Lane
- 620-634 Bath Road and Public House

West Area

- 182-194 and 220-232 Uxbridge Road
- 1-10 Hamilton Parade
- 2-8 Clifton Parade
- 1-10 Central Parade
- 36 Staines Road, 1-6 Baber Bridge Parade and PH
- 90-108, 111-129 Harlington Road West and 141-145 Staines Road

- 1-11 Rochester Parade, 97-109 High Street and 1-9 Parkfield Parade
- 101-111 Bear Road and 201 Swan Road
- 49-67 Hounslow Road, 1a Park Road and Petrol Station

APPENDIX 4 – GLOSSARY

Active Design Principles

Sport England set out 10 Active Design principles which set out how the design of built and natural environments can help people to lead more physically active and healthy lives

Active Travel

Walking and cycling as opposed to motorised transport for the purpose of making everyday journeys.

Affordable Housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.

- **Affordable Intermediate Housing**

Homes for sale and rent provided at a cost above social rent, but below market levels, subject to the criteria in the affordable housing definition. This includes shared ownership and London Living Rent but not affordable rented housing. It includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

- **Affordable Rented Housing**

Housing let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80 per cent of the local market rent (including service charges, where applicable). London Affordable Rent is a type of AR product introduced by the Mayor of London, with rents based on social rent levels.

- **Social Rented Housing**

Low cost rented homes provided to households whose needs are not met by the market, typically by councils and housing associations with rents set within guidelines issued by the social housing regulator. The landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

Affordable Workspace

Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change Principle

The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance-generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly,

any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Agricultural Land

Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Air Quality Focus Area

Locations that not only exceed the EU annual mean limit value for nitrogen dioxide (NO₂) but are also locations with high human exposure. The list of Air Quality Focus Areas is updated from time to time as the London Atmospheric Inventory is reviewed and the latest list in the GLA London Datastore should always be checked.

Air Quality Management Areas

Areas designated by the local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Archaeological Priority Areas

Sites and areas of known archaeological importance.

Area Action Plan (AAP)

A local Development Plan Document setting out the planning framework for areas with a concentration of proposals for change and areas of conservation.

Betting Shop

A store where the primary activity on the premises is betting services. Each premises is permitted to have up to four gaming machines, known as fixed odds betting terminals.

Biodiversity Net Gain (BNG)

An approach to development which ensures that habitats for wildlife are left in a measurably better state than they were before the development. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

Blue Infrastructure/ Blue Ribbon Network

The network of waterways and water spaces throughout the borough.

Brownfield Land Register

Brownfield land registers will provide up-to-date and consistent information on sites that local authorities consider to be appropriate for residential development having regard to the criteria set out in regulation 4 of the Town and Country Planning (Brownfield Land Register) Regulations 2017.

Build to Rent

Housing built to be rented in perpetuity, per the standards set in Hounslow Local Plan policy SC11.

Car Club

A short-term car rental service that allows members access to cars parked locally for a per-minute, per-hour or per-day fee.

Carbon Offset Fund

A fund administered by the Council to provide a source of funding for carbon reduction projects in the borough which involve emission reductions from existing buildings where achieving carbon savings can be more challenging. Establishing and maintaining a Carbon Offset Fund is a London Plan requirement.

Circular Economy

An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

Community Facilities

Community facilities for the purpose of this Plan are health facilities, education facilities (including early years provision), social and community facilities (such as youth clubs and meeting places), criminal justice and emergency services, sports and recreation venues, cultural and leisure facilities, public houses, and places of worship.

Community Infrastructure Levy (CIL)

The Community Infrastructure Levy (the levy) came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes transport schemes, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres.

Comparison Shopping/Retail

These refer to shopping for things like clothes, electrical items, household, and leisure goods. Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase.

Contaminated Land

Polluted, derelict and disused land which may be a threat to health and the wider environment, and is in need of amelioration.

Convenience Retail/Shopping

These refer to shopping for everyday essential items like food, drink, newspapers and confectionery.

Critical Drainage Area

An area which has critical drainage problems caused by surface water runoff, as identified in the Surface Water Management Plan.

Density

The amount of development proportionate to a building, site or area.

Designated Heritage Asset

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under relevant legislation.

Development Plan Documents (DPD)

Spatial planning documents that are subject to independent examination. Together with the London Plan these form the development plan for the local authority area. DPDs may form one document covering a range of policy areas or a number of individual documents.

District Centres

As designated in the London Plan's strategic town centre network, these are smaller town centres, generally with approximately 10,000sqm of local goods and services which meet regular shopping needs. Brentford town centre and Feltham town centre are both District Centres. As designated in the London Plan strategic town centre network.

Economic Development

Development, including that within the B use classes, public and community uses and main town centre uses.

Family Sized Accommodation

A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms

Fast Track Route

The Fast Track Route of the threshold approach is set out in London Plan Policy H5, allowing applicable schemes to proceed without needing to submit a viability assessment.

Green Belt

Predominantly land around built-up areas which has the strategic role of limiting urban sprawl, preventing neighbouring towns from merging with another, safeguarding open countryside from development, assisting in urban regeneration and providing areas for open recreational activity. There is a presumption against inappropriate development within the Green Belt.

Green Infrastructure

The network of multifunctional green spaces throughout the borough.

Healthy Streets Approach

The Healthy Streets Approach is a system of policies and strategies to deliver a healthier, more inclusive city where people choose to walk, cycle and use public transport.

Heritage Asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Includes heritage assets designated by specific legislation and assets identified by the local planning authority.

Houses in Multiple Occupation (HMOs)

HMOs are dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 whereas HMOs for more than six people are Sui Generis.

Independent Examination

All DPDs are subject to independent examination by the Planning Inspectorate. This examination must consider the 'soundness of the plan'.

Index of Multiple Deprivation

A measure of deprivation at the small area level based on different domains of deprivation including income, employment, health, education, housing and living environment.

Inspector's Report

A report issued by the Inspector or Panel who conducted the Public Inquiry, setting out their conclusions on the matters raised and detailing amendments which they require the local planning authority to make to the deposit version LDD. The inspector's report is binding.

Large-scale Purpose-built Shared Living Accommodation

This form of housing, designated by London Plan Policy H16, refers to developments that usually contain at least 50 units. It can serve as an alternative for single person households who cannot or choose not to live self-contained homes or HMOs. This type of accommodation provides additional services and facilities, such as room cleaning, bed linen, on-site gym and concierge service.

Last Mile Delivery Modes

Deliveries from warehouses, suppliers or retail units to other sites or residential addresses. Currently Last Mile deliveries are largely undertaken by van but the Council intends to change the dominant mode of transport to more sustainable options, including walking, cargo bike, and parcel delivery hubs.

Legibility

The extent to which a place can be easily understood and traversed.

Local Development Documents (LDDs)

The collective term in the Planning and Compulsory Purchase Act 2004 for Development Plan Documents, Supplementary Planning Documents, and the Statement of Community Involvement (SCI).

Local Development Scheme (LDS)

Sets out the programme for the preparation of LDDs. It is subject to regular review.

Local Plan

The Plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.

Local Strategic Partnership

Partnerships of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided.

Locally Significant Industrial Site (LSIS)

Industrial sites identified in the Local plan as being of significance to Hounslow's economy. Occupancy within these sites is generally similar to that within SIL, but is more varied and may include office or trade uses.

London Plan

The Spatial Development Strategy for London covering a twenty year period. It has been produced to provide a strategic framework for the London Boroughs' Local Plans. It has the status of a development plan under the Planning and Compulsory Purchase Act 2004.

Main Town Centre Uses

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Centres

As designated in the London Plan's strategic town centre network, these are town centres which provide for a full mix of comparison and convenience shopping of over 50,000sqm. Chiswick is the borough's only Major Centre.

Major Development

Major Developments are defined as these:

- For dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5ha).
- For all other uses: where the floor space will be 1000sqm or more (or the Site area is 1ha or more). The Site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.

Market Housing

Private housing for rent or sale where the price is set in the open market.

Metropolitan Centres

As designated in the London Plan's strategic town centre network, these are town centres within Greater London which are considered suitable for the location of over 100,000sqm of cultural, entertainment, leisure and employment as well as shopping uses. Hounslow town centre is the borough's only Metropolitan Centre.

Metropolitan Open Land (MOL)

Land which is predominantly open in character and which has significance due to its size and catchment area. There is a presumption against inappropriate development within Metropolitan Open Land.

National Planning Policy Framework (NPPF)

The government's statement of planning policies, issued by the Department of Communities and Local Government in March 2012. Replaces existing Planning Policy Statements (PPS) and Planning Policy Guidance (PPG).

Nationally Described Space Standard

This standard is set by central government and deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

Neighbourhood Centres

As designated in the London Plan's strategic town centre network, these are centres that serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services. There are many around Hounslow and, together with the borough's District centres, they can play a key role in addressing areas deficient in local retail and other services. This includes locally identified CAZ retail clusters.

Neighbourhood Plans

A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area.

Net-zero Carbon

Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.

Non-Designated Heritage Asset

Heritage assets identified by the Local Authority e.g. Locally Listed Buildings, Archaeological Priority Areas and Areas of Special Character.

Opportunity Areas

London's principal opportunities for accommodating large-scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes with a mixed and intensive use of land and assisted by good public transport accessibility.

Pawnbrokers

A store which offers loans in exchange for personal property as equivalent collateral. In Brent many of these stores also provide a payday loan service. Payday loan shops: A company that lends customers small amounts of money at high interest rates, on the agreement that the loan will be repaid when the borrower receives their next wages.

Planning Inspectorate (PINS)

Government body whose main work is the processing of planning and enforcement appeals and holding inquiries into local development plans. It deals with a wide variety of other planning related casework including listed building consent appeals, advertisement appeals, and reporting on planning applications.

Pollution

Anything that affects the quality of land, air, water or soils, which might have an adverse impact on human health, the natural environment or general amenity.

Primary Shopping Area

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Proposals Map

Illustrates on a base map all the policies and proposals contained in Development Plan Documents, together with any saved policies. To be revised as each DPD is adopted, it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted proposals map accompany submitted development plan documents in the form of a submissions proposals map.

Public Realm

Publicly accessible space (including publicly accessible space that is privately owned) between and around buildings, including streets, squares, forecourts, parks and open spaces.

Purpose-built Student Accommodation

Accommodation specifically designed to house higher-education students. In accordance with London Plan Policy H15 and Hounslow Local Plan Policy SC11, this should be focused in appropriate areas with good public transport accessibility.

Ramsar Sites

Wetlands of international importance, designated under the 1971 RAMSAR convention.

Regeneration

Improving an area's social, physical and economic environment.

The Regulations

Town and Country Planning (Local Planning) (England) Regulations 2012.

Saved Policies or Plans

Existing adopted development plans saved to allow local authorities to produce their local plans.

Scheduled Monuments

These are sites of national importance where the provisions of the Ancient Monuments and Archaeological Areas Act 1979 (as amended) apply.

Site Allocations

As specified in the Town and Country Planning (Local Planning) (England) Regulations 2012, a site allocation policy is 'a policy which allocates a site for a particular use or development'. Site specific policies are set out for land and buildings on sites which are likely to be subject to development proposals during the lifetime of the plan, to help secure specific land uses, meet identified development needs and/or ensure the infrastructure required to support growth is in place.

Sites of Importance for Biodiversity

International Special Areas of Conservation, Special Protection Areas and Ramsar sites), national (Sites of Special Scientific Interest) and locally designated sites.

Site of Importance for Nature Conservation (SINC)

Areas of land chosen to represent the best wildlife habitats in London and areas of land where people can experience nature close to where they live and work. Sites are classified into Sites of Metropolitan, Borough and Local Importance depending on their relative value. Unlike SSSIs (see below), SINCs are not legally protected, but their

value must be considered in any land use planning decision. Procedures for the identification of SINC are set out in Appendix 5 of the Mayor's London Environment Strategy.

Strategic Environmental Assessment (SEA)

Required under the European Directive 2001/42/EC, which has been transposed into UK Law through the Environmental Assessment of Plans and Programmes Regulations 2004. Strategic Environmental Assessment seeks to contribute to the integration of environmental considerations into the preparation and adoption of plans to promote sustainable development.

Strategic Industrial Locations (SIL)

London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy.

Statement of Community Involvement

LDD which sets out the methods and standards which the planning authority intend to achieve in relation to involving the community in the preparation, alteration and review of all LDDs and in development control decisions.

Supplementary Planning Documents (SPDs)

SPDs cover a wide range of issues which the local planning authority wishes to provide policy guidance on to supplement the policies and proposals in the development plan documents. They do not form part of the development plan but are a material consideration in determining Planning Applications.

Sustainability Appraisal (SA)

A process of considering ways by which a Development Plan can contribute to improvements in environmental, social and economic conditions, as well as a means of identifying and mitigating any potential adverse effects that the plan might otherwise have. Sustainability Appraisal is required by the Planning and Compulsory Purchase Act 2004.

Sustainable Community Strategy

A long-term vision for the area created by the Local Strategic Partnership. The SCS should also set out the key tasks that the partners in the area need to achieve to improve its wellbeing.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Urban Drainage System (SuDS)

Using sustainable drainage techniques and managing surface water run-off from buildings and hardstandings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

Tall Building

Buildings which meet the borough specific definitions for tall buildings as set out in Policy CC3.

Threshold Approach

Set out in London Plan Policy H5 Threshold approach to applications is applied to major developments proposals that trigger affordable housing requirements.

Town Centre

Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.

Transport Assessment

This is prepared and submitted alongside planning applications for developments likely to have significant transport implications. For major proposals, assessments should illustrate the following: accessibility to the site by all modes; the likely modal split of journeys to and from the site; and proposed measures to improve access by public transport, walking and cycling.

Unitary Development Plan

A borough wide statutory development plan, setting out the council's policies for the development and use of land. This will be replaced by the Local Plan.

Urban Greening Factor

A land-use planning tool to help determine the amount of greening required in new developments.

Viability Assessment

An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements where relevant to be undertaken in line with the methodology and approach set out in London Plan Policy H5 Threshold approach to applications and the Mayor's Affordable Housing and Viability SPG.

Walking and Wheeling

People walking or moving with wheels at walking pace. This could be using a wheelchair or mobility scooter, travelling with a pushchair or with luggage, but it does not include cycling.

Whole Life-cycle Carbon

Whole life-cycle carbon emissions are the total greenhouse gas emissions arising from a development over its lifetime, from the emissions associated with raw material extraction, the manufacture and transport of building materials, to installation/construction, operation, maintenance and eventual material disposal.

Abbreviations

APA	Archaeological Priority Area
AQMA	Air Quality Monitoring Area
CDA	Critical Drainage Area
DPD	Development Plan Documents
IBP	Industrial Business Park
LFRMS	Local Flood Risk Management Strategy
LLD	Local Development Documents
LLFA	Lead Local Flooding Authority
MOL	Metropolitan Open Land
PIL	Preferred Industrial Location
POL	Preferred Office Location
SEA	Strategic Environment Assessment
SIL	Strategic Industrial Location
SINC	Site of Importance of Nature Conservation
SFRA	Strategic Flood Risk Assessment
SG	Sui Generis
SSSI	Site of Special Scientific Importance
SuDS	Sustainable Drainage Systems
SWAMP	Surface Water Management Plan
TPO	Tree Preservation Order