

ADOPTED

Planning Brief for the Cavalry Barracks Site

Supplementary Planning Document to guide future development for
Cavalry Barracks in Beavers Lane, Hounslow

July 2019



**London Borough
of Hounslow**

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FOREWORD

The Cavalry Barracks is the current base for the 1st Battalion Irish Guards. We are extremely proud to host this base and the operational services. The barracks has been an integral part of our community for centuries since it was built in 1793 and immersed in the history of our Borough.

The Ministry of Defence is seeking to release this large 14.85 hectare site with an indicative date of 2020, with relocation of the unit to elsewhere in the country. The Council has worked closely with the MOD and the Greater London Authority on future re-development of the Cavalry Barracks site. The future re-development of the Cavalry Barracks provides an excellent opportunity to deliver new private and affordable homes, community facilities and most importantly, the protection and enhancement of the listed buildings. Opening up the site for the first time in centuries will transform its integration with local communities, enhancing the cultural and social heritage of the locality.

Our vision is to lead the way in providing good quality, affordable homes for people on a range of incomes, as well as opening the door to build vibrant and thriving communities. The redevelopment of this site will help deliver our pledge to secure an additional 5,000 new and affordable homes by 2022 in the borough. This includes 3,000 new Council and Housing Association homes for social rent and 2,000 for shared ownership and other affordable housing products that contribute to local needs.

This planning brief is intended to provide the landowner and prospective developers with planning guidance in order that a high quality residential-led development is achieved that contributes to the surrounding neighbourhoods. The Brief aims to ensure a comprehensive approach to the redevelopment of the entire site. We would like to assure the future development on the Cavalry Barracks site together with other planned improvements and new development proposals in Hounslow West will bring about the maximum economic, social and environmental benefits to the residents and businesses of Hounslow West and the Borough.



Councillor Steve Curran
Leader of Hounslow Council and
Lead Member for Corporate Strategy,
Planning and Regeneration

EXECUTIVE SUMMARY

This Planning Brief is for the Cavalry Barracks site which is a 14.85 hectare site on Beavers Lane, Hounslow TW4 6HD. The Ministry of Defence (MOD) is seeking to release the site with an indicative date of 2020 with relocation of the existing unit to elsewhere in the country.

This Planning Brief is intended to provide the landowner and prospective developers with planning guidance in order that a high quality residential-led development is achieved especially as the whole site sits within a Conservation Area and contains 14 statutory Listed Buildings and 19 Locally Listed buildings.

This Planning Brief sets out the key parameters to consider in determining the future redevelopment of the site reflecting its historic character.

The Council expects

- The new neighbourhood meeting the diverse aspirations of the community: where they can thrive, live healthy lives and be inspired; creating a place they feel safe and where they belong; and connected to Hounslow West and the borough;
- A high quality residential-led mixed use development comprising a minimum of **1,000 residential units**, with a range of housing types, a mix of residential tenures and sizes including family housing;
- **50% affordable** housing provision on site;
- Local retail (to serve the development only), food and drink facilities, employment uses, community facilities and publicly accessible open space(s);
- A development of between **3-4 storeys** to be most appropriate for this highly sensitive location. No new buildings should be taller than the existing tallest listed buildings (equivalent to 5 storeys) unless justified by exceptional design rationale;
- No buildings on the **historic parade ground / playing field** as this will sustain and enhance the setting of the Grade II Listed Buildings;
- Improved access to Hounslow West Station via a **new access through Beaversfield Park** and the former Morrisons site as this will provide a much shorter and direct route to the underground station, bus routes and local centre;
- Consistency with the existing and draft Hounslow Cavalry Barracks **Conservation Area Appraisal**;
- A comprehensive and well-planned high-quality sustainable development knitting the site into the **local neighbourhood**;
- Exemplary standards of sustainable design and **environmental quality**;
- A strong identity sustained to reflect the **military heritage**; and
- A high standard of **urban design and landscaping** enhancing the Conservation Area and the heritage assets.

The draft Planning Brief was subject to a 6-week period of public consultation. Upon adoption by Cabinet, the Planning Brief, a formal Supplementary Planning Document, will be a material planning consideration in the determination of future planning applications.

A number of studies undertaken to support the content of the brief were funded by the One Public Estate¹.

¹ OPE is an established national programme delivered in partnership by the Office of Government Property (OGP) within the Cabinet Office and the Local Government Association (LGA). It provides practical and technical support and funding to councils to deliver ambitious property-focused programmes in collaboration with central government and other public sector partners.

1. ROLE AND PURPOSE OF THIS PLANNING BRIEF

- 1.1 The purpose of this Planning Brief (the Brief) is to set out the main planning requirements in relation to the Cavalry Barracks site (the Site) in Hounslow West. The Ministry of Defence is seeking to release this large 14.85 hectare site, Cavalry Barracks, Beavers Lane, Hounslow, TW4 6HD as part of a programme of releasing several sites across the country for alternative uses such as much needed housing.
- 1.2 Due to the Site's substantial size, its historic significance and the considerable opportunity to deliver housing growth, it is considered important to produce a planning brief to provide direction for potential developers regarding the Council's expectations relative to its redevelopment and to guide future applications.
- 1.3 The Brief sets out planning, design and development guidance on the opportunities the Site provides, but also the planning requirements of working with the historic environment. It will also give certainty to existing landowners, key stakeholders and the local community as to the uses and layout the Council considers appropriate for the Site.
- 1.4 This Brief has been prepared by Hounslow Council (the local planning authority) in the context of relevant statutory national, London and local planning and transportation policies for the area. This document will form a formal Supplementary Planning Document when adopted. It will be used in the determination of future planning applications for the Site.



2. STRUCTURE OF THIS DOCUMENT

- 2.1 This document is designed to be clear and is therefore structured into the following distinct parts:
- The COUNCIL'S VISION FOR THE SITE sets out an overall approach for the Site that any future proposals should consider.
 - The BACKGROUND section considers the nature of the Site and surrounding area.
 - PLANNING POLICY FRAMEWORK and KEY PLANNING AND DESIGN REQUIREMENTS list planning policy documents and specific policies within them, guidance and other supporting documents which are relevant to the assessment of planning applications on the Site. This planning brief will be a material consideration in the determination of a planning application.
 - The CONCEPT PLAN is intended to be conceptual and indicative rather than prescriptive giving an indicative illustration of the potential form of development on the Site. Future proposals may potentially take a somewhat different form.
 - IMPLEMENTATION AND PLANNING APPLICATION REQUIREMENTS set the expected requirements for any future planning applications on the Site.

3. THE COUNCIL'S VISION FOR THE SITE

3.1 The Council wishes to see the Site developed as a new neighbourhood and become a place which

- Builds on its strong identity and enhances civic pride
- Preserves and celebrates its unique historic environment
- Provides a range of housing choices for local people
- Provides amenities and employment opportunities for the wider community
- Has improved transport and connectivity
- Provides high quality green infrastructure and open spaces
- Promotes good health



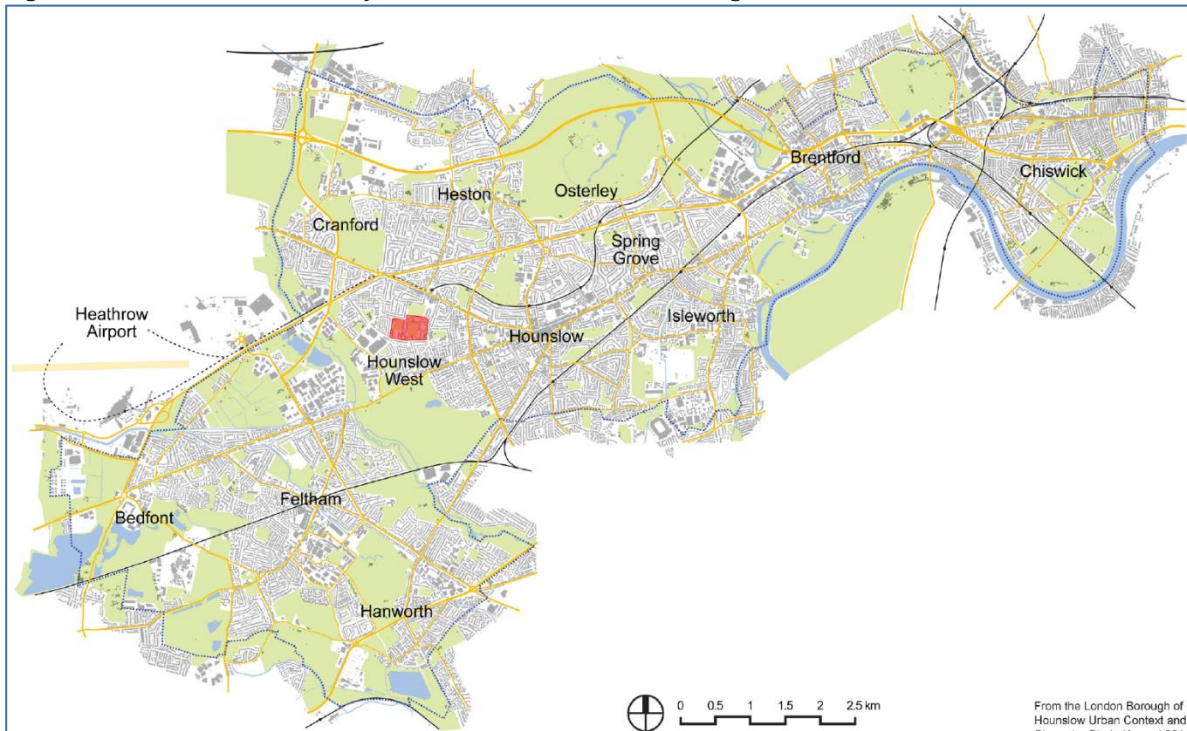
3.2 The Council believes the vision can be delivered by:

- A **masterplan approach** to the Site delivering a comprehensive development to ensure the new build will enhance and integrate appropriately with the Site's heritage.
- Retaining a strong identity reflecting the **military heritage**.
- Achieving a high standard of urban design and landscaping enhancing the **Conservation Area, Listed Buildings** and **Locally Listed Buildings**.
- Being consistent with the existing and emerging revised Hounslow Cavalry Barracks **Conservation Area Appraisal**.
- Ensuring the alternative (non-military) and viable uses of the fourteen Grade II listed buildings will **preserve** and **restore** the buildings in the longer term offering a legacy to the community.
- The provision of **good pedestrian and cycle links** within the Site and integrating with the surrounding context specifically to Hounslow West underground station via Beaversfield Park and to bus routes and the key local shopping parade of Hounslow West.
- Achieving exemplary standards of **sustainable** design and environmental quality.
- Achieving a high quality residential-led mixed use development of a minimum of **1,000 dwellings** with a range of housing types, a mix of residential tenures and sizes including family housing, with **50% affordable housing provision** in accordance with the most up-to-date strategic and local planning policy guidance, local retail (designed to primarily serve the development), food and drink facilities, community facilities, employment use and publicly accessible open spaces.
- Achieving a comprehensive and well-planned high-quality development knitting the Site into the **local neighbourhood** when the current gated character of the secured Site is removed.
- A development that **promotes health** by promoting access to open spaces and attractive space for active travel and physical activities.

4. BACKGROUND

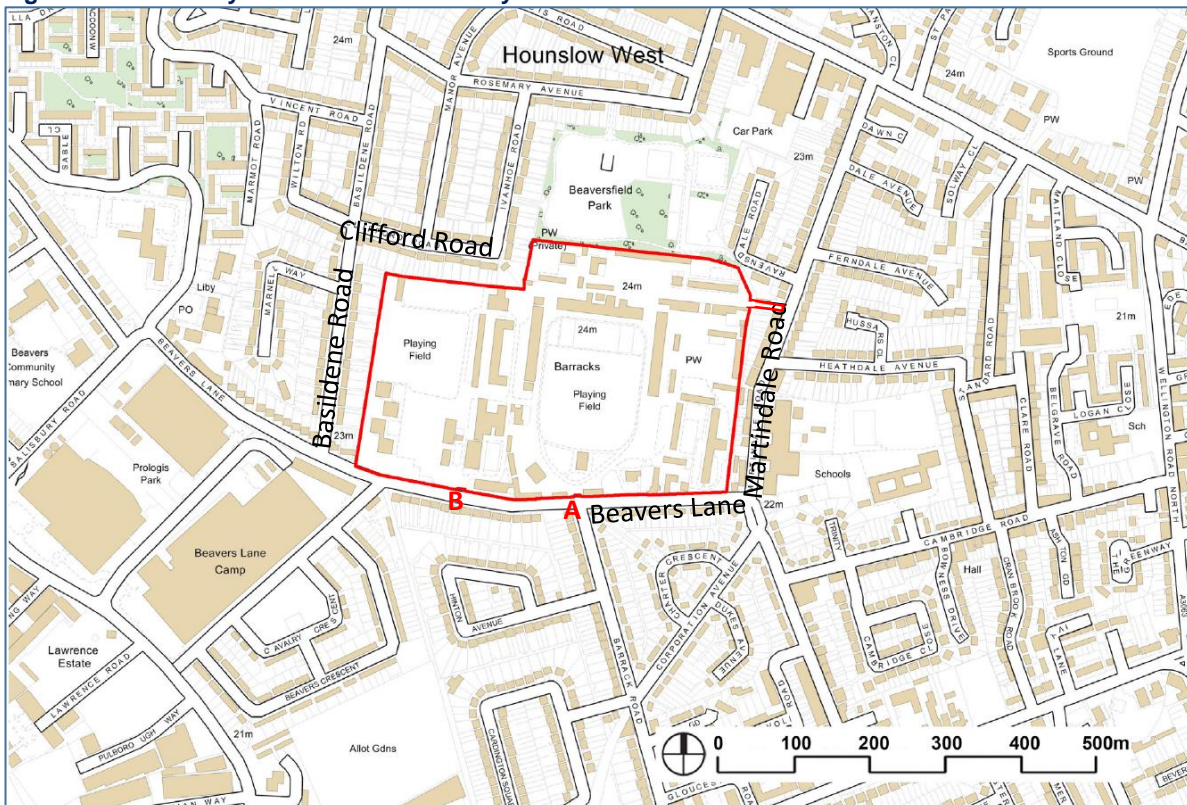
4.1 The Site and Land Use

Figure 4.1A Location of Cavalry Barracks in the London Borough of Hounslow



Source: Hounslow Urban Context and Character Study (August 2014)

Figure 4.1B Cavalry Barracks site boundary



- 4.1.1 The Cavalry Barracks, also known as Hounslow Barracks, is on a site of **14.85** hectares (36.7 acres) in Hounslow West Ward, within the London Borough of Hounslow. The Barracks is a historically important military establishment with a formal parade ground, specifically built to house soldiers and stable horses. The Cavalry Barracks site is currently being used for accommodation by the First Battalion **Irish Guards**. There are over **600 bed spaces** on Site.
- 4.1.2 The Site is bordered to the north by Beaversfield Park, Clifford Road to the north west, Basildene Road to the west, and Martindale Road to the east. The main site access is via Beavers Lane which forms the southern boundary of the Site. (The building forms of the neighbouring properties can be found in section 4.4).
- 4.1.3 The Site is located 2km west of Hounslow town centre. Hounslow West underground station is 950m away via the quickest walking route from the Site and Hounslow mainline railway station is within 2km. The Site is 4.5km away from Heathrow.
- 4.1.4 This military site is heavily protected around its boundary; the majority is surrounded by fencing with barbed wire. Public access to the Site is restricted. The main entrance to the Site is from Beavers Lane, with a secondary access from Martindale Road which is rarely used. There are also two redundant and sealed vehicular accesses on Beavers Lane.

Figure 4.1.4A Beavers Lane Main Entrance (A) Figure 4.1.4B Beavers Lane sealed entrance (B)



- 4.1.5 The Site has a strong visual identity with a very different character to the surrounding residential area. The Site currently has internal parking spaces for approximately 500 cars spread around six areas within marked bays.
- 4.1.6 The Site contains two large areas of playing fields and leisure areas. The grassed open space/playing field **2** in the centre of the Site provides an important focus for the Site and is of significant historic importance. The Site is virtually flat except there are manmade mounds on training ground **3** which is considered to be a playing field, in the west of the Site. Areas **1** and **2** combined in Figure 4.1.6B constitute the historic parade ground.



Figure 4.1.6A Manmade mound on training ground

Figure 4.1.6B Aerial image of the Site



4.1.7 Construction of the Barracks commenced in 1793 under James Johnson. The whole site is within the Hounslow Cavalry Barracks Conservation Area. There are fourteen statutory Grade II Listed Buildings and nineteen Locally Listed Buildings on the Site. These designations are currently being further assessed by Historic England.

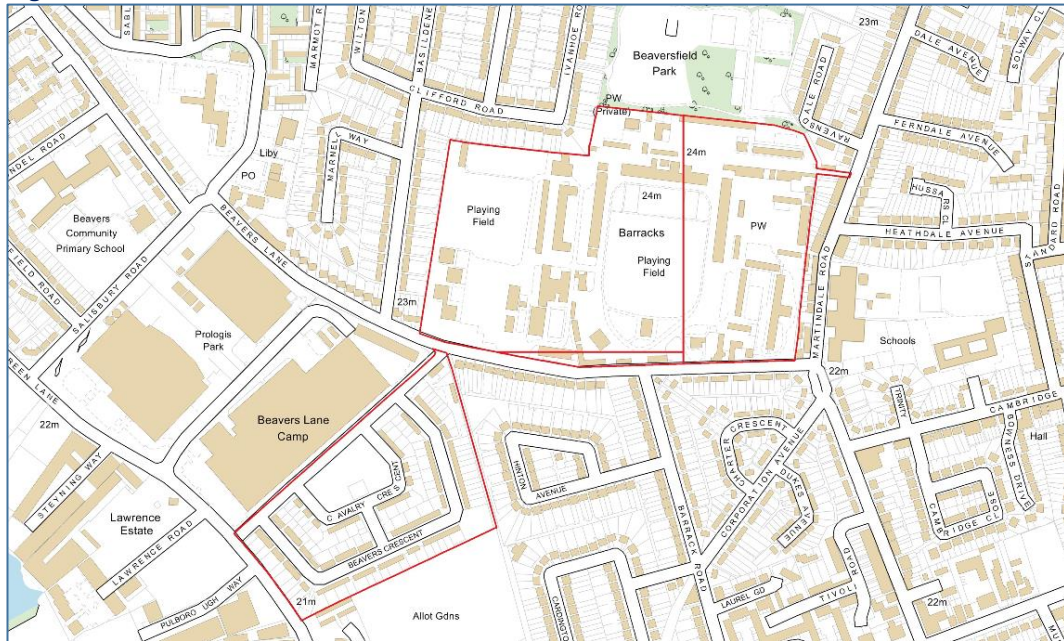
4.1.8 The existing building heights range from single storey to 5 storeys.

4.1.9 The Site lies to the east of Heathrow airport and is therefore on the flight path and can receive upwards of 55-60dB of noise from aircraft on approach or on take-off (Source - Noise Action Plan Contours for Heathrow Airport 2014). The Site is almost directly under the flight path of the southern runway.

4.2 Land Ownership

4.2.1 The entire Cavalry Barracks Site is owned by the Ministry of Defence. The freehold title "MX272142" also includes a Service Family housing estate in Beavers and Cavalry Crescents. This planning brief however only refers to the Barracks.

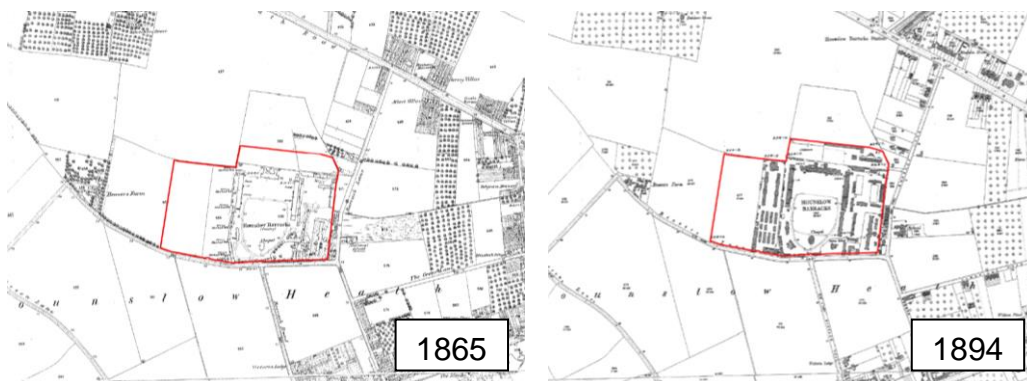
Figure 4.2.1 Plots of land included in the freehold title MX272142

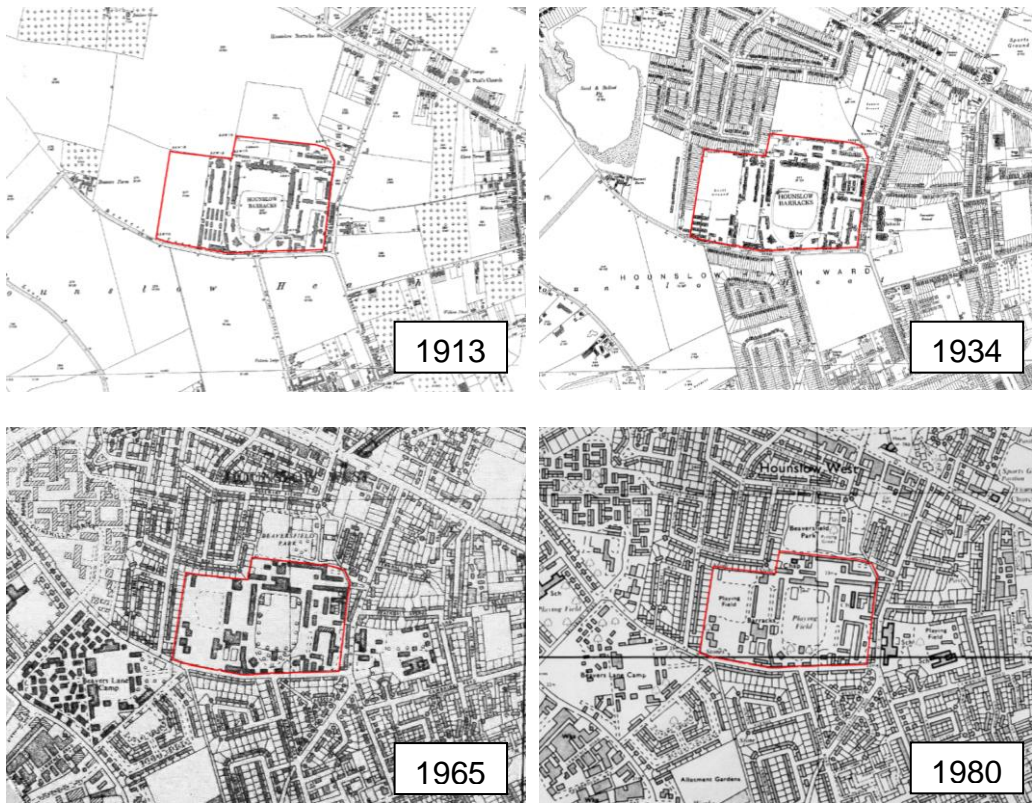


4.3 Site History

4.3.1 Hounslow Cavalry Barracks was the first of 40 barracks built during the Napoleonic Wars. It is amongst the oldest barracks in the country, it contains a high proportion of its original eighteenth-century structures, and it provides examples of innovative and significant buildings from key periods of British military history, including the legacy of Florence Nightingale.

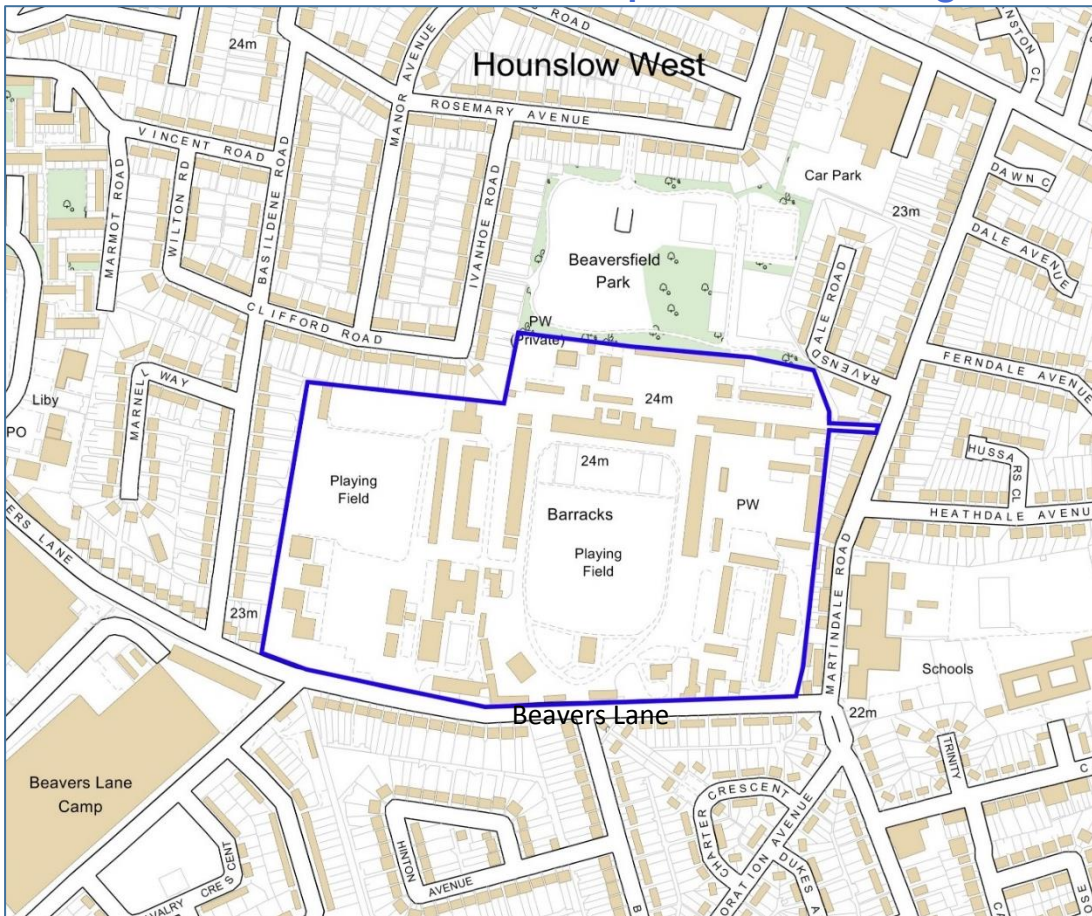
4.3.2 The construction began in 1793, under James Johnson in response to the threat of French invasion. The buildings were laid out in a formal arrangement, situated on three sides of a large parade ground. Further building work continued occasionally, and a big expansion took place under C.B. Ewart around 1876. The Barracks has seen many changes over the last two centuries, with buildings being demolished and new ones erected, in response to the military requirements. New accommodation was built between 2007 and 2013.





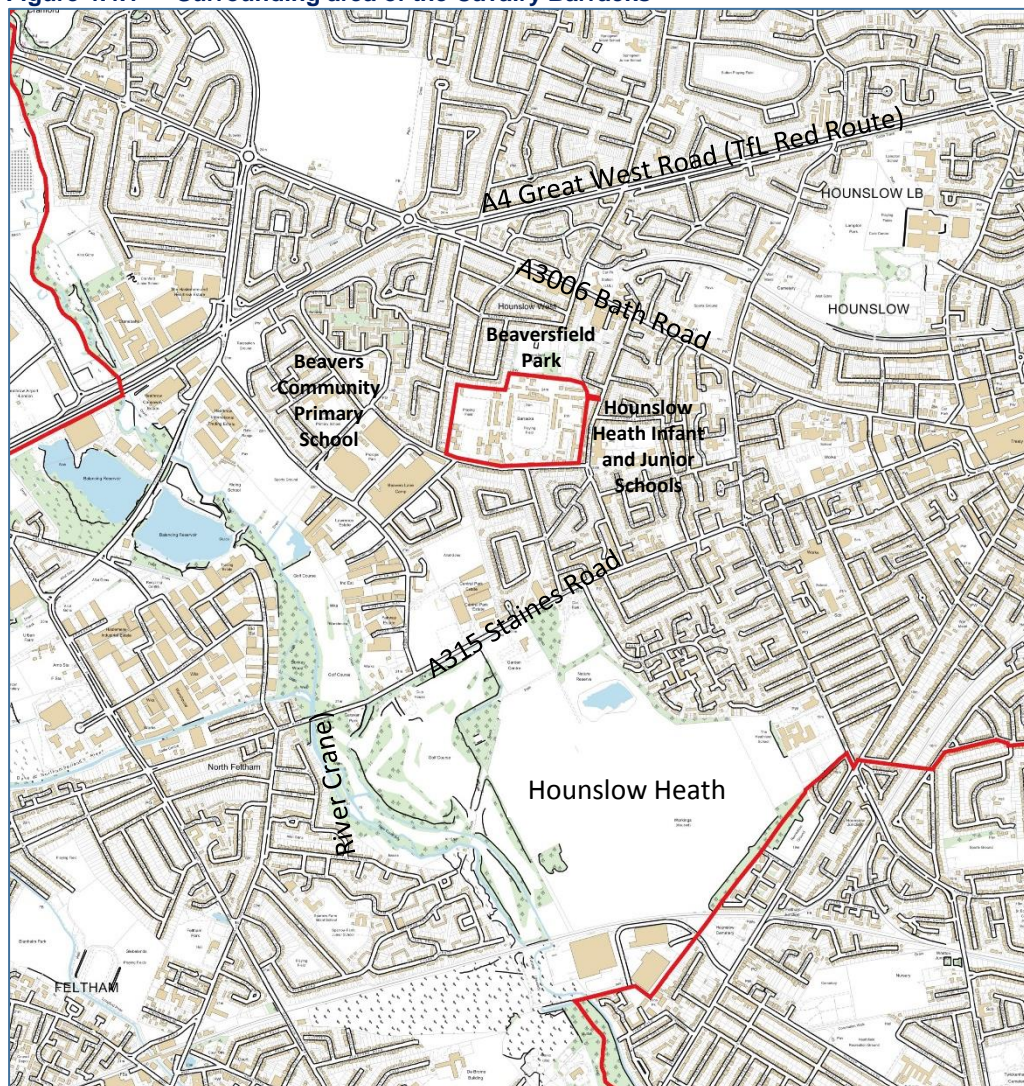
Source: Ordnance Survey County Series

4.4 Site Characteristics and Relationship with Surrounding Area



4.4.1 The secure Site is bordered to the north by Beaversfield Park, by the back gardens to the housing on Basildene Road, Clifford Road and Martindale Road to the west, north-west and the east respectively. The Site sits at the centre of a predominantly residential area, surrounded by two storey semi-detached and terraced housing. The surroundings also include Heathrow Airport to the west, Beaverfield Parks and Hounslow West Station to the north; and Hounslow Heath to the south. To the immediate east (Basildene Road) is a residential area consisting of a mixture of late Victorian, Edwardian and interwar housing set on narrow to medium wide streets, in a perimeter block layout of long and narrow blocks.

Figure 4.4.1 Surrounding area of the Cavalry Barracks



4.4.2 To the immediate north lies Beaversfield Park partly surrounded by a mixture of inter and early post-war two storey terraced and semi-detached houses of the type that dominates much of Hounslow West. The park is somewhat isolated and secluded. A little further north is Bath Road where the local shopping parade of Hounslow West is located with its shops, restaurants and an underground station.

4.4.3 To the immediate south (Beavers Lane) lies more low-density housing typical of the overall area. A little further south is Hounslow Heath, a large expanse of

open space bounded by Staines Road to the north, the River Crane to the west and residential areas to the south and east.

4.4.4 To the immediate southwest is a physically and visually isolated area of military housing. A little further west are a number of large business parks and industrial estates, including Heathrow Corporate Park and Prologis Park.

4.4.5 The A3006 Bath Road, which is north of Beaversfield Park, connects the local shopping parade of Hounslow West (a large Neighbourhood Centre defined in the Local Plan) and Hounslow town centre. The Site is 950m from Beavers Lane entrance via Martindale Road to Hounslow West Station. However, if an access could be provided from Beaversfield Park, via the former Morrisons site, the journey to the underground station could be shortened to under 400m, which is equivalent to 5 minutes' walking distance.

4.4.6 Beavers Community Primary School is located on Arundel Road to the west of the Site. Hounslow Heath Infant and Junior Schools are located on Martindale Road to the east of the Site. All the surrounding roads are traffic-calmed two-way single carriageway residential streets.

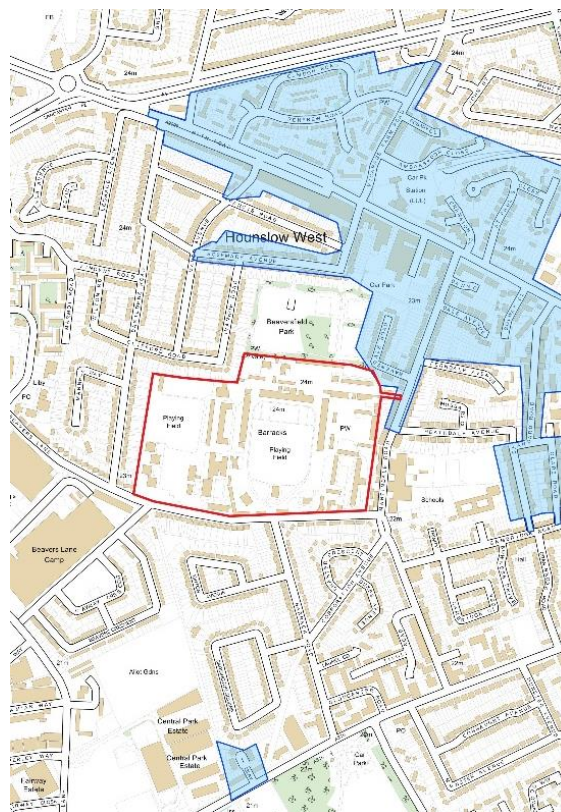
4.4.7 The streets immediately surrounding the Site do not have parking restrictions except for the northern end of Martindale Road (to the east of the Site) which is part of the Hounslow West Controlled Parking Zone (CPZ). The CPZ includes streets largely to the north and west of the Site

4.4.8 Hounslow West Underground Station is located on the A3006 Bath Road. The station is served by the Piccadilly line (40-minute journey to Piccadilly Circus) with frequent services to Central London and Heathrow Airport (9-minute journey to Terminals 1-3).

4.4.9 Further information on the wider context can be found in the Hounslow West section of the London Borough of Hounslow Urban Context and Character Study (2014).

4.4.10 Other notable immediate surrounding land uses include the public open space of Beaversfield Park to the north; a surgery to the north-east; a convenience shop, a newsagent and a restaurant to the south-east.

Figure 4.4.7 Controlled Parking Zone



4.5 The Site in the Planning and Regeneration Context

- 4.5.1 Hounslow West Neighbourhood Centre as part of the 'West of Borough' is identified in the Local Plan as an area for growth. The Council is currently producing a West of Borough Plan as part of a Local Plan review to look at improvement, growth and regeneration of this area. This is currently scheduled to be adopted in Summer 2020.
- 4.5.2 In addition, the Heathrow Opportunity Area covering Hillingdon and the west of the borough includes Hounslow West. It is one of the 38 opportunity areas designated by the London Plan. Opportunity Areas have significant potential capacity to accommodate new housing, commercial and other development linked to planned or potential improvements to public transport accessibility. The Heathrow Opportunity Area has an indicative employment capacity of 12,000 new jobs and a minimum 9,000 new homes. In the draft new London Plan (48 Opportunity Areas), the Heathrow Opportunity Area is within Heathrow/Elizabeth Line West area with a potential for 13,000 new homes, 11,000 new jobs.

5 PLANNING POLICY FRAMEWORK

5.1 Summary

- 5.1.1 Proposals for the Site should take account of national, regional (London) and local planning policies that apply to the Site. The Hounslow statutory development plan is the 2015 Local Plan, alongside the London Plan (2016), the draft new London Plan (2019) and relevant supplementary planning guidance as listed in Appendix 2. Regard has to be given to the National Planning Policy Framework (NPPF) (2019) in decision making.
- 5.1.2 Instead of repeating policies as part of the Brief, a Planning Policy Matrix has been produced to highlight the main planning issues for consideration and enable cross-referencing to relevant parts of the Local Plan, London Plan and the National Planning Policy Framework (NPPF). The Matrix is set out in Appendix 3. The key policy issues relevant to the Site are housing, the conservation of the historic environment, employment, transport, design, environmental quality and community uses.

5.2 National Planning

- 5.2.1 In July 2018, the Government published the revised National Planning Policy Framework (NPPF) which contains all national planning policies and replaces the previous version published in March 2012. A further update to the NPPF was published in February 2019. Alongside national planning practice guidance, the NPPF forms the foundation for local plans and planning decisions. The new NPPF focuses on promoting high quality design of new homes and places; stronger protection for the environment; building the right number of homes in the right places; and greater responsibility and accountability for housing delivery from councils and developers. At the heart of the Framework is a presumption in favour of sustainable development. Planning (Listed Buildings and Conservation Areas) Act 1990 relates to special controls with respect to

buildings and areas of special architectural or historic interest, in particular, sections 16 (Decision on application), 66 (General duty as respects listed buildings in exercise of planning functions) and 72 (General duty as respects conservation areas in exercise of planning functions) should be referred to.

5.3 Regional Planning Policy

5.3.1 Relevant regional planning policies are set out in the London Plan (2016) The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The London Plan is part of the Development Plan for all London Boroughs and must be used in conjunction with local policies.

5.3.2 The London Plan (2016) identifies a number of key policies and strategies to increase the delivery of high quality, well planned private and affordable housing across the capital supported by adequate infrastructure. The Heathrow Opportunity Area designated by the London Plan covers Hillingdon and the west of the Borough (including Hounslow West) and the Area has an indicative employment capacity of 12,000 new jobs and a minimum 9,000 new homes.

5.3.3 The Mayor is replacing the current London Plan (2016) and in July 2019 published a 'consolidated' version of the London Plan showing all of the Mayor's suggested changes following the Examination in Public (EiP) of the draft Plan. It will be important for redevelopment proposals on the Site to consider the emerging new London Plan policies and the revised policies once the new Plan is adopted. In the draft New London Plan, Heathrow Opportunity Area has an indicative employment capacity of 11,000 new jobs and a minimum 13,000 new homes.

5.3.4 **Policy GG2** “Making the best use of land” in the **draft New London Plan**. The Mayor wants to create successful sustainable, mixed-use places that make the best use of land, and those involved in planning and development must: proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, applying a design-led approach to determine the optimum development capacity of sites.

5.4 Local Plan

5.4.1 The Local Plan, which sets out the Council’s proposals for future development, was adopted by the Council in September 2015. The plan includes a suite of policies that guide development in the Borough, provides the basis for planning decisions and sets out the Council’s land use planning strategy and development allocations to facilitate future development up to 2030. It identifies four parts of the Borough as having capacity for growth and change. The west of the Borough including Hounslow West is one of these areas.

5.4.2 The Council has a clear commitment to increase the amount of housing within

the Borough and currently has a London Plan housing target of 822 additional homes per year. A significant proportion of these will need to be affordable. The latest Housing Needs Assessment, produced as an evidence base for the West of Borough Plan Review, indicates 1,898 new homes are required per annum to meet estimated population growth. The Council's current Local Plan has a policy seeking 40% affordable housing on every major development undertaken in the Borough. The **draft New London Plan** sets a ten year target for net housing completions of **21,820 new homes** for Hounslow (2019/20 -2028/29) that sets a need for a sharp increase in the number of homes being planned for. Any new development should take account of the Mayor's Affordable Housing & Viability Supplementary Planning Guidance which was adopted in August 2017. It requires 50% affordable housing on public land to benefit from the 'fast track' route. The draft New London Plan H5 A4 expects public sector land to deliver at least 50 per cent affordable housing on each site and public-sector landowners with agreements with the Mayor to deliver at least 50 per cent affordable housing across their portfolio.

- 5.4.3. **Draft New London Plan Policy H6** "Threshold approach to applications" applies the threshold level of affordable housing on gross residential development is initially set at: 50 per cent for public sector land where there is no portfolio agreement with the Mayor.
- 5.4.4 The Local Plan also seeks to ensure that growth is supported by the infrastructure necessary to support new and existing communities, setting out proposals for improved public transport and critical infrastructure such as schools. The Hounslow Infrastructure Delivery Plan (IDP) 2015 – 2030, an evolving document, identifies the infrastructure required to support the delivery of the Local Plan and its further development and potential costs and funding sources.
- 5.4.5 The Cavalry Barracks Site is currently allocated in the Local Plan 2015 (Site HOLP52) for residential development. There is a revised site allocation figure of minimum 1,000 homes proposed in the draft West of Borough Plan Local Plan Review (Site 88) with suitability for residential, retail, health/community, business, hotel and assembly/ leisure uses.
- 5.4.6 Local Plan Policy CC4 Heritage (e) promote the appropriate re-use of historic buildings and supporting schemes that conserve the significance of, and provide the heritage asset with a sustainable, long-term use. The Council will expect development proposals to (i) Conserve and take opportunities to enhance any heritage asset and its setting in a manner appropriate to its significance; and (j) Retain, conserve and reuse a heritage asset in a manner appropriate to its value and significance.
- 5.4.7 Historic England has published the following guidance notes which are of relevance:
- [Historic Environment Good Planning Practice Advice Note No 3: The Setting of Heritage Assets](#)
 - [Historic England's Managing Significance in Decision-Taking in the Historic Environment Good Practice Advice in Planning: 2](#)

6 KEY PLANNING AND DESIGN REQUIREMENTS

6.1 Preferred Land Use

6.1.1 Development proposals should be for a residential-led mixed-use development. Key land uses for the redevelopment of the Site should include the following:

- A mix of residential tenures and unit sizes. The proportion of affordable must be in accordance with the Mayor's Affordable Housing & Viability Supplementary Planning Guidance, the latest adopted and emerging London Plan policies and Local Plan policies whichever is higher;
- Local retail facilities to serve the development but that relate well and do not detract from the function of the Local Neighbourhood Centres;
- Publicly accessible open space(s) which could include playing fields ;
- Community facilities such as a crèche, community meeting rooms, health facilities and permanent exhibition space;
- Incubator or move-on space;
- Limited food and drink;
- Strong connections through the Site and linkages to the Hounslow West Local Neighbourhood Centre; and
- Retention and restoration of existing statutory listed buildings, heritage assets, selected locally listed buildings.

6.2 Housing

Housing Choice

6.2.1 The Council will seek residential development on the Cavalry Barracks Site to provide a range of housing choices, in terms of the mix of housing sizes and types, tenure mix to suit all stages of family life. Maintaining and increasing the supply of family housing is a priority in Hounslow.

6.2.2 **Paragraph 61 of the NPPF** requires boroughs to assess the size, type and tenure of housing needed for different groups in the community and reflect in planning policies.

6.2.3 **London Plan Policy 3.8** "Housing Choice" requires that new developments' offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors in meeting these needs. The changing age structure of London's population and the varied needs of older Londoners should be taken into account, including for supported and affordable provision. The policy particularly highlights that the planning system should provide positive and practical support to sustain the contribution of the Private Rented Sector (PRS) in addressing housing needs and increasing housing delivery.

6.2.4 The **GLA Housing SPG** suggests self-contained housing for older people such as sheltered housing and extra care accommodation will have an important role to play in meeting London's need, particularly that for private and intermediate sale. Sites within and on the edge of town centres and other areas with good

accessibility to public transport and facilities are likely to be suitable for this form of provision and may be attractive to downsizers.

- 6.2.5 **Local Plan Policy SC8** “Specialist and Supported Housing” details the Council’s approach to supporting the housing needs of the borough’s most vulnerable people. The policy states that the Council ‘will support the provision of appropriate housing to meet the specialist and supported needs of vulnerable local people, including specialist housing for older people, and the strategic aim of minimising the use of residential and nursing homes when vulnerable people could otherwise be supported to live independently or in supported and extra care housing in their local community.
- 6.2.6 New housing should be accessible and adaptable to take account of the special needs of people in later life. The Council believes the Cavalry Barracks Site is an appropriate location to provide sheltered housing and extra care accommodation to meet the needs of older households.
- 6.2.7 **Local Plan Policy SC2** “Maximising the provision of affordable housing” sets a target of at least 12,330 new homes (all housing) between 2015 and 2030. It states that this will be achieved by, inter alia, supporting proposals for new development and conversions on other sites, including small sites, in the context of the presumption in favour of sustainable development, and 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 protected.

Density

- 6.2.8 **Local Plan Policy SC4** “Scale and Density of New Housing Development” states that the Council “will ensure the scale and density of new housing development balances the need to make efficient use of land and achieve high quality design and accessibility, whilst responding to local context and character and protecting existing resident’s amenity. Large scale developments will be required to include a mix of land uses and spaces to help create a sense of place.”

Affordable housing

- 6.2.9 The proportion of affordable must be in accordance with the Mayor’s Affordable Housing & Viability Supplementary Planning Guidance, the latest adopted and emerging London Plan policies and Local Plan policies **whichever is higher**. The Mayor’s Affordable Housing & Viability Supplementary Planning Guidance (SPG), which was adopted in August 2017, requires 50% affordable housing on public land to benefit from the ‘fast track’ route. H5 A4 expects public sector land to deliver at least 50 per cent affordable housing on each site and public-sector landowners with agreements with the Mayor to deliver at least 50 per cent affordable housing across their portfolio. Cavalry Barracks is on public land and in line with para 2.36 of the SPG, these policies apply to land that has been released from public ownership and on which housing development is proposed. The Council will therefore expect 50% affordable housing to be provided on Site.

6.2.10 The Council's Local Plan has a strategic borough-wide target of 40% affordable housing provision for all new homes. **Local Plan Policy SC2** "Maximising the provision of affordable housing" states: "(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 borough-wide target of 40% of all new housing as affordable; (b) Employing a review mechanism upon partial or full completion of a development when financial viability assessments demonstrate that current market conditions will support less than 40% affordable housing." This is on a **unit basis** in line with the Local Plan.

6.2.11 In line with the Local Plan and the draft New London Plan, the tenure mix of affordable housing which will be sought is 60% of units as London Affordable Rent and/or Social Rent and 40% London Living Rent and/or London Shared Ownership. The exact tenure mix on the scheme will be subject of discussion and agreement between the Council, the GLA and the applicant/ developer.

6.2.12 Given the number of listed and locally listed buildings on the Site, there may be a significant amount of vacant floorspace when the Site comes forward for development. In line with the draft New London Plan, the application of Vacant Building Credit is unlikely to be appropriate unless the following criteria can be met:

- 1) the building is not in use at the time the application is submitted
- 2) the building is not covered by an extant or recently expired permission
- 3) the building has not been made vacant for the sole purpose of redevelopment.

6.2.13 To demonstrate that a building has not been made vacant for the sole purpose of redevelopment, an applicant will be required to demonstrate that it has been vacant for a continuous period of at least five years before the application was submitted and will also be required to provide evidence that the Site has been actively marketed for at least two of those five years on realistic terms reflecting market value. These requirements should not apply to heritage buildings on the At Risk Register where prolonged vacancy may damage the building.

6.2.14 The Council's approach on the Vacant Building Credit will be in conformity with the latest New London Plan policy.

Dwelling and tenure mix

6.2.15 A range of unit sizes should be provided to comply with the housing need mix requirements set out in **Table SC3.1 of the Local Plan**, with particular focus towards increasing the supply of family housing, which is a priority in LB Hounslow.

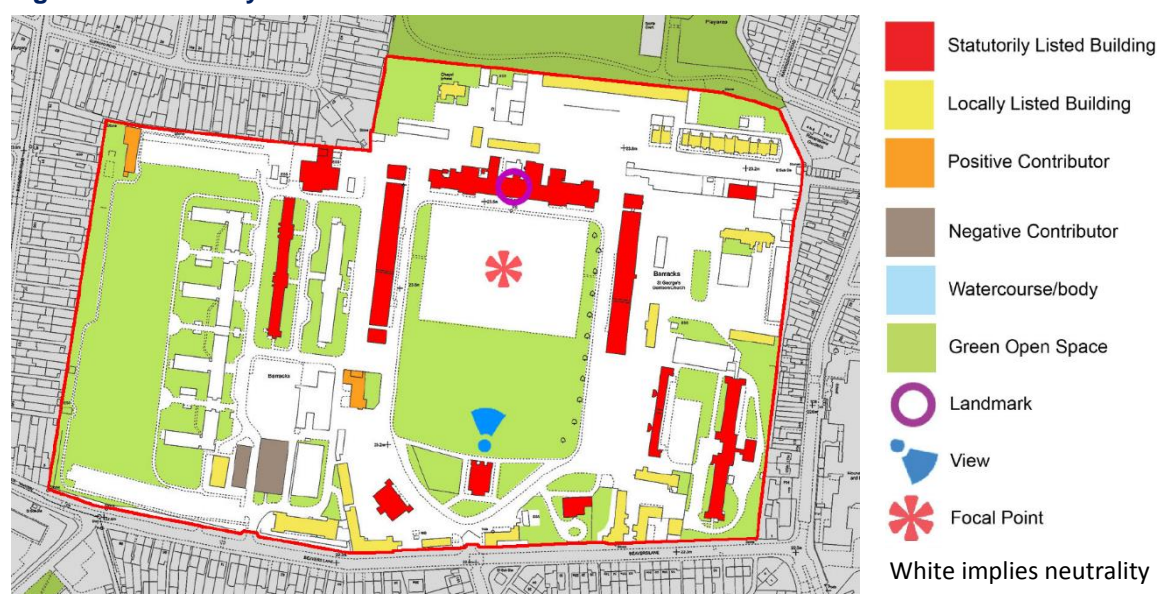
6.2.16 The development should comply with minimum space standards for dwellings of different sizes set out in the **Table 3.3 of the London Plan** or any updated space standards set out in the latest **London Plan**.

Table SC 3.1: General housing need mix requirements

Tenure	One bedroom	Two bedroom	Three bedroom	Four bedroom+
Market	30%	40%	25%	5%
London Affordable Rent/ Social Rent	35%	40%	16%	9%
London Living Rent/ London Shared Ownership	25%	45%	25%	5%

6.3 Listed building, Conservation Area and Heritage

Figure 6.3.1 Cavalry Barracks Conservation Area



Source: Draft Cavalry Barracks Conservation Area Appraisal (Nov 2018)

- 6.3.1 The fourteen statutory listed buildings on the Site vary in scale from one to three-storeys. These buildings, dated from 1793, are built from brick and slate. In relation to buildings, the statutory requirement is to have special regard to the desirability of preserving the architectural and historic interest of the listed buildings and their settings, and to preserve or enhance the character and appearance of the conservation area. The Site was designated a conservation area on 14 April 1992.
- 6.3.2 The Council aims to achieve the preservation and restoration of listed buildings and will encourage the retention of locally listed buildings and their adaptive reuse subject to design, feasibility and viable re-use. The Council will consider whether to allow the demolition of some non-locally listed buildings subject to full justifications and heritage impact assessment and removal of the additions which detract from the setting of the listed buildings. The assessment criteria are included in 7.3 of this Brief. Details on the locally listed and non-locally listed buildings are included in Section 7, Concept Plan.
- 6.3.3 The Cavalry Barracks Conservation Area has a well-defined enclosed scale and inward facing character. The spatial relationship between the buildings, open spaces (i.e. parade ground/playing fields), views and vistas; boundary walls, and

the presence of trees collectively contribute to the historic, aesthetic and evidential interest of the conservation area. The Council will seek new development within Conservation Areas to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under **paragraph 195 of the NPPF** or less than substantial harm under **paragraph 196**, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

6.3.4 Section 6.3.28 suggests potential appropriate uses for the buildings which are adaptable for a range of uses. These uses are designed to work together and complement each other, so future residents could have easy access to local jobs and essential services.

6.3.5 Further assessment by Historic England may lead to the designation of new listings, or the upgrading of existing listings, or the identification of buildings suitable for local listing. Historic England have indicated they may wish to statutory list some of the locally listed buildings, including Buildings 11, 20, 37 and 100. (See Figure 7.3 for the Protected Buildings on the Site). To provide clarity for any new owner and to help inform the parameters for acceptable levels of change, applications and assessments should be brought forward at an early stage.

Figure 6.3.6 A Officers' Quarters and Mess (Building 1)



6.3.6 The fourteen statutory Grade II Listed buildings are:

- Officers' Quarters and Mess (Building 1) List Entry Number: 1240579
- Barrack Masters House (Building 3) List Entry Number: 1375623
- Stables East Wing (Building 4) List Entry Number: 1240615
- East Wing Coach House North (Building 44) List Entry Number: 1260922
- Stables West Wing (Building 5) List Entry Number: 1240615
- West Wing Coach House North (Building 45) List Entry Number: 1260922
- West Wing Coach House South (Building 6) List Entry Number: 1260922
- Hardinge Block (Building 8) List Entry Number: 1375626
- Canteen, Reading Room and Sergeants' Mess (Building 9) List Entry Number: 1375628
- The Keep (Building 12). List Entry Number: 1240633
- Chapel (Building 14). List Entry Number: 1240631
- Married Quarters (Building 16). List Entry Number: 1375625
- Regimental Hospital (Building 24). List Entry Number: 1375627
- Barrack Hospital (Building 42). List Entry Number: 1375624

Figure 6.3.6B Statutory Listed buildings



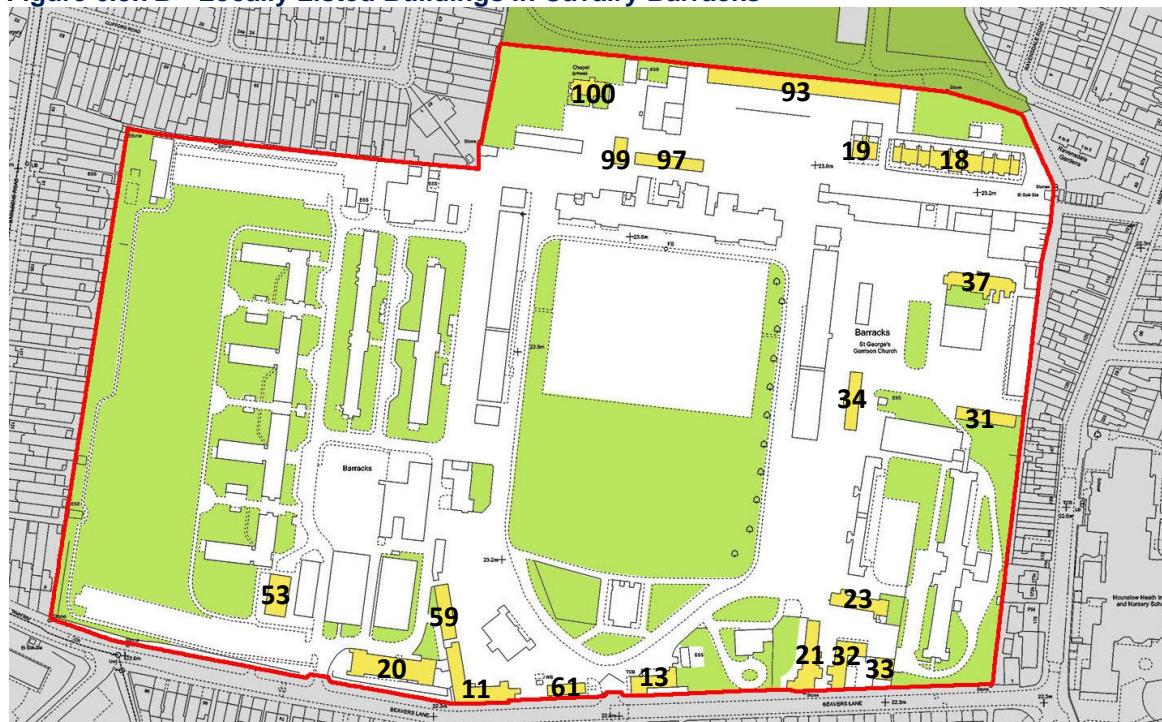
6.3.7 Locally listed buildings

- Clothing Store (Building 11)
- Guard Room (Building 13)
- Fusiliers' Block/Junior Ranks Single Living Accommodation - JRSLA (Building 18)
- NAAFI (Building 19)
- Quartermasters Quarters, Offices and Stores (Building 20)
- Boiler House (Building 21)
- Dental Centre (Building 23)
- Mechanical Transport Platoon (Building 31)
- D Company (Building 32)
- Anti-Tank Store (Building 33)
- Store (Building 34)
- Mechanical Transport Offices (Building 37)
- CM's Store (Building 53)
- Ration Store (Building 59)
- Store (Building 61)
- Stores (Building 93)
- Signals Office (Building 97)
- Plant Store (Building 99)
- Chapel (Building 100)

Figure 6.3.7A "Coronation Street" - Fusiliers' Block/Junior Ranks Single Living Accommodation - JRSLA (Building 18)



Figure 6.3.7B Locally Listed Buildings in Cavalry Barracks



- 6.3.8 Protecting and enhancing the historic environment is an important component of the NPPF. **Paragraph 184 of the NPPF** explains “heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations”. **Section 16 of the NPPF** “Conserving and enhancing the historic environment”, particularly paragraphs 189 - 192, outline the national planning policy context for the assessment of proposals that affect listed buildings or Conservation Areas and other (non-designated) heritage assets.
- 6.3.9 The Listed Buildings and the Conservation Area are designated heritage assets. Although the locally listed buildings are non-designated heritage assets, they form an integral part of the Conservation Area and therefore any demolition could impact on the designated Conservation Area in terms of the assessment of harm and the need to demonstrate public benefits to outweigh it. The NPPF is clear about the value of non-designated heritage assets and the need to avoid harm to conservation areas and the setting of listed buildings, particularly, the tests concerning harm to a designated heritage asset (para 194-196), the need for significance assessments (para 189-190), and the policies regarding works, especially demolition, to non-designated heritage assets of buildings within a conservation area (para 197-198). The applicant/developer should record the significance of any heritage assets that the development harms (para 199).
- 6.3.10 **London Plan Policy 7.9** “Heritage Led Regeneration” advises that regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant. It is recognised that wherever possible heritage assets (including buildings at risk, historic gates and railings) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.
- 6.3.11 **Emerging new London Plan Policy HC1** “Heritage conservation and growth” requires Development Plans and strategies to demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings by utilising the heritage significance of a site or area in the planning and design process; integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place; delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.
- 6.3.12 The Mayor will develop a London-wide Heritage Strategy, together with Historic England and other partners, to support the capital’s heritage and the delivery of heritage-led growth.
- 6.3.13 **Local Plan Policy CC4** “Heritage” states the Council will identify, conserve and take opportunities to enhance the significance of the borough’s heritage assets as a positive means of supporting an area’s distinctive character and sense of history.

6.3.14 “The Keep” is designated as statutory listed Grade II. It is also classified as being At Risk on Historic England’s Heritage at Risk Register, due to its poor condition, vacancy and without an identified purpose. It will remain on the register until appropriate and skilled repairs are carried out, a purpose has been identified and the building is occupied.

Figure 6.3.12 The Keep



6.3.15 The Keep is in a poor state of repair and bringing it back into use will require a careful approach in consultation with relevant stakeholders and that its development should seek to respect/ reflect its historic character. In any redevelopment of the Site, priority for repairs and alterations must be given to the Keep and must be scheduled early on.

6.3.16 Any alterations to the statutory listed buildings, considered to be of national importance, alongside any repairs, must be planned under the supervision of an experienced conservation architect, with a proven track record of successful comparable work on listed/historic buildings.

6.3.17 Any development of the Site should include historic research, to help inform appropriate character, scale and location of new development.

6.3.18 **Local Plan Policy CC4 “Heritage”** also requires 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.

6.3.19 Any development should respond to and reflect the design recommendations in the **Hounslow Context and Character Study** (see para 6.4.7) and the **Conservation Area Appraisal** for Cavalry Barracks.

6.3.20 Any new development will be expected to respect the history of the Site and to explore the potential for the retention of historic artefacts. The acknowledgement of the army use could be recognised in street names and places within the new development.

6.3.21 The applicant/developer is expected to work with the important locally listed buildings on the Site and re-use them in a meaningful way subject to design, feasibility and viability

Boundary treatment

6.3.22 Historic walls and railings should be maintained, though individual entrances on Beavers Lane can be reopened with the original gates. The wall on Beavers Lane should be clearly legible where conservation area begins and ends. The section indicated in Figures 6.3.22a and b has no historic or architectural interest can be removed while the gate posts and the gates should be remained and preserved.

Figure 6.3.22a: Section of the wall can be removed (gate posts and gates must be kept)



Figure 6.3.22a: Section of the wall can be removed (Aerial)



6.3.23 There are locally listed simple spearhead railings with fleur-de-lys standards with a concrete plinth on a brick base. The railings could be used as a template for new boundary treatment within the Site.

The integration of Listed Buildings and Historic Features

6.3.24 Any new development within the conservation area or setting of heritage assets will need to enhance or better reveal their significance. The design of new development should complement the building materials, textures, colours and architectural style of the listed building where proposed development affects its setting.

6.3.25 Redevelopment of the Site will need to respect its conservation area status. The key to redevelopment is the need to ensure all new development enhances the historic character of the Site as required by **emerging new London Plan Policy HC1** that “development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. They should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process”.

Archaeology

6.3.26 The Council has no records of any archaeology on the Site. It will however be necessary for the developer to carry out an archaeological desktop study of the Site. This study should accompany the planning application to establish whether there are likely to be any buried artefacts. A field evaluation may also be necessary.

6.3.27 Archaeological Priority Areas (APAs) are areas where there is significant known archaeological interest or potential for new discoveries. APAs are used to help highlight where development might affect heritage assets. The APAs across Greater London are now being comprehensively updated. The Hounslow APAs are scheduled for a review in 2022 and while the Cavalry Barracks site currently lies outside one of these APAs, the Site is 360m from an APA where the Roman road and Staines Road are located. The presence of Langley Silt (‘Brickearth’) geology across the site indicates potential for prehistoric archaeology, especially, Palaeolithic (Old Stone Age) remains at the interface of the silt and gravel. Any geotechnical investigations are recommended to be

monitored by an archaeologist. Consultation with the Greater London Archaeological Advisory Service (GLAAS) should be carried out as part of any forthcoming planning application.

Listed buildings with potential for non-residential uses




6.3.28 Living, working, socialising and entertaining locally has multiple benefits such as shorter commuting times and a more active and engaged social life. The following section suggests potential uses for the buildings which are not as easily adaptable for residential use. The uses for these buildings will depend on the current need, viability and required adaptations. Issues such as noise, smells and loss of privacy, servicing need to be addressed when deciding on any non-residential uses of these buildings. The provision of non-residential uses can alternatively be delivered as part of the new build development on the Site and some of these identified listed buildings could be converted for residential use if viable.

Figure 6.3.28 Listed buildings with potential for non-residential uses



Table 6.3.28 Listed buildings with potential for non-residential uses

Building (Gross Floor Area)	Potential capacity for change of use	Potential non-residential uses
<p>Building 3 Barrack Master's House 449m²</p> 	<ul style="list-style-type: none"> • Grade II listed, two storey house close to the main gate was built by Ewart in 1876. • Two storey cellular accommodation designed originally for domestic use. • Any future use will need to be compatible with retaining the cellular structure. 	<ul style="list-style-type: none"> • Planning Use Classes B1: Professional offices, medical or educational, alternatively a children's nursery (D1 uses).
<p>Building 9 Canteen, Reading Room and Sergeants' Mess 925m²</p> 	<ul style="list-style-type: none"> • Two-storey stock brick building, built by Ewart in 1876. • There are large windows and generous floor-to-ceiling heights on both floors • The building offers highly flexible space which is well-lit and solidly built and capable of being partitioned or re-configured. 	<ul style="list-style-type: none"> • Planning Use Classes B1 (a, b & c), D1 and D2 • A gymnasium, health club, or personal training type centre with various sports activities. • Alternative, D1 use (teaching or training) is appropriate. • An Incubator and starter businesses requiring offices or studio space.
<p>Building 12 The Keep 1,287m²</p> 	<ul style="list-style-type: none"> • Three-storey former armoury of yellow stock brick, with flat roof. Three projecting stair towers rise to roof level at the NE and SE corners, and in the centre of the west façade. • The flexible floor plan makes this building suitable for open-plan incubator offices or studios. 	<ul style="list-style-type: none"> • Planning Use Classes B1 (a, b & c) for an incubator and starter businesses requiring offices or studio space
<p>Building 13 Guard Room 324m²</p> 	<ul style="list-style-type: none"> • Single-storey building of yellow stock brick with flat roof. • The cells at the east end are likely to be of historic interest and could therefore be retained and used for storage. • The building's location at the site entrance makes it suitable for retail use e.g. a small convenience store serving local needs. 	<ul style="list-style-type: none"> • Planning Use Classes: A1, A2, A3 (NOT A4 Drinking establishments or Class A5 hot food and takeaway) • B1a for a convenience store, an estate office or other A Class use such as hairdressers, drycleaners, letting agents, sandwich bar or café, etc.
<p>Building 14 Chapel 324m²</p> 	<ul style="list-style-type: none"> • This is a key building located at the south end of the parade ground near to the entrance to the barracks. • In yellow stock brick with a slate roof, the only obvious external ecclesiastical features are the four-light tracery, the diamond panes at the sides of the entrance and the applied classical entrance façade. • Removal of modern partitioning to create a larger hall would probably be beneficial in terms of its impact on the character of the listed building. 	<ul style="list-style-type: none"> • Planning Use Classes: A1, A2, A3, (NOT A4 Drinking establishments or Class A5 hot food and takeaway) D1 & D2. • It could be used as a day-care nursery or similar uses (D1). • Its proximity to the development entrance, potential retail facilities are advantageous. • As an alternative, D2 Leisure use.
<p>Building 24 Regimental</p>	<ul style="list-style-type: none"> • This grade II listed building was constructed in 1862 being of cream- 	<ul style="list-style-type: none"> • Planning Use Classes: B1 (a, b & c), C1, D1 and D2.

<p>Hospital/ Medical Centre 1,518m²</p> 	<p>coloured terracotta blocks with red brick arches, quoins and plinth.</p> <ul style="list-style-type: none"> • The ward wings are generously lit by large sash windows. The end pavilions are similar but with narrower windows. At the rear is a single-storey building under a pitched slate roof. This is attached the main building by a linking corridor. • The central block is two storeys. The ward wings are single storey. • The original single-storey wards wings have been subdivided in places. There would be a heritage benefit in removing later partitions to restore the open-plan of the original wards. 	<ul style="list-style-type: none"> • This building could be converted into to a variety of uses including hotel. As much of the space is on ground floor, that may not be ideal for hotel operators as accommodation is normally on upper floors, with bar, restaurant and events space on the ground floor. If a hotel is considered an important part of this development, consideration may need to be given to allocating building 16, directly opposite building 24, to provide sufficient operational space. • Serviced office, or potentially educational or training use. Artist studio type accommodation combined with serviced offices could work from this building due to its good natural light. • Issues to be considered are parking requirements and potential impact on adjoining residential amenity.
<p>Building 37 Mechanical Transport Offices 321m²</p> 	<ul style="list-style-type: none"> • Single-storey block under a slate roof, with distinctive red glazed terracotta blocks on the exterior walls. • Highly suitable for use as offices or as a GP surgery as it is all on one level. 	<ul style="list-style-type: none"> • Planning Use Classes: B1, D1 and D2 • Professional offices, medical or educational, or possibly a children's nursery or leisure type use such as gymnasium,
<p>Building 100 Tin Chapel 163m²</p> 	<ul style="list-style-type: none"> • Built circa 1900, this locally listed chapel building is of the 'tin tabernacle' type. This is a type of prefabricated ecclesiastical building made from corrugated galvanised iron. • It is considered to relocated on site to allow new residential blocks to be built. • This building has been identified by Historic England as a possible candidate for listing at a national level. While its relocation will be considered, care will need to be taken to ensure its reconstruction is carried out to a high conservation standard. • Any sub-division of the main space would have a detrimental effect on its character. 	<ul style="list-style-type: none"> • Planning Use Classes: B1, D1 and D2 • If relocated in proximity of a hotel use in Building 24 (Regimental Hospital/ Medical Centre) it could serve as a wedding venue • It could be used as a children's nursery if the existing nursery in Building 14 (The Old Chapel) is to close. • It could be used as a youth club, community / function hall for residents of the Site, with funding secured through a Section 106 Agreement. • It could be used by B1 office occupiers in the creative sector. • Alternatively, it could be used as a training / education type use or bespoke leisure uses such as a Pilates, or place of worship or other class-based fitness studio operation.

6.4 Design – Density, Scale, Bulk, Massing

- 6.4.1 This section describes the main issues that need to be addressed regarding the siting, layout and design of new buildings and landscape on the Site. The main objective of any design proposal should be to respect the character, conservation area status and the setting of the listed buildings to form a new neighbourhood with its own distinct identity.
- 6.4.2 The new development should not adversely impact the surrounding two-storey residential urban fabric. The density, height, massing and scale of new development should respect the context of the listed buildings and those of identified merit and bridge the transition between the listed buildings and the surrounding urban fabric.
- 6.4.3 There are a number of features which are unattractive and should be removed, including most of the modern accretions to the older buildings, and any unsympathetic window/door replacements.
- 6.4.4 The character of the conservation area should be reinforced with the addition of new buildings, open space and planting, creating a series of new streets and squares. A detailed **design and access statement** must be submitted with any development proposals, as well as a heritage impact assessment.

Design Requirements

- 6.4.5 **Paragraph 127** in Section 12 “Achieving well-designed place” of **NPPF** sets out the following aims for the design requirements for development that:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - are visually attractive because of good architecture, layout and appropriate and effective landscaping;
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 6.4.6 **London Plan Policy 3.5** “Quality and Design of Housing Developments” requires that housing developments should be of the highest quality internally, externally and in relation to their context and the wider environment. The design of all new housing developments should enhance the quality of local places, considering physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, addressing the needs of children and older people.

- 6.4.7 LB Hounslow produced an **Urban Context and Character Study** in 2014. This study documents the borough's urban structure and character, identifies elements of the environment that contribute to local distinctiveness, and provides help in understanding where change and intensification might occur.
- 6.4.8 The Mayor's **Good Growth by Design** programme, which seeks to promote and deliver a better, more inclusive form of growth on behalf of all Londoners, will ensure that homes and other developments are of high quality.
- 6.4.9 The emerging **New London Plan policy D1** "London's form, character and capacity for growth" . further addresses the issue of understanding character and context.
- 6.4.10 In line with **Local Plan Policy CC2** "Urban design and architecture", the height, scale and massing of any proposed buildings will need to be informed by the urban form, scale and typology of the surrounding area (including heritage assets and any designated open spaces) and uses. Development should respond to and enhance the character and appearance of the local area through the highest quality development, incorporating the principles of sustainable design and construction. Development must be inclusive, respect local character and connect with, and contribute positively to its surroundings based on a thorough understanding of the Site and its context. Development proposals for this Site will be assessed in the context of scale, layout, height, form, massing, landscape setting and features and compliance with other relevant standards and policies set out in the planning brief.
- 6.4.11 The following is an **indicative** list of materials that responds to the historic structures on Site. The use of stock brick walling, slate roofs, and timber fenestration is a key feature of the area's character and appearance. Alternatives may also be acceptable:
- Staffordshire Blue Paviers.
 - Yellow Brick, including Funton Old Chelsea Yellow (Ibstock), Cattybrook Cheddar Golden, Stuart Buff, Denton Smooth Cream brick. Soldier courses: Throckley Smooth Buff Ibstock.
 - Slate roof tiles. New slates: Cembrit Glendyne Blue/Grey, Marley Melbourne slate, Redbank ridge tile.
 - Spearhead railings with fleur-de-lys standards with a concrete plinth on a brick base.
 - By the Old Fusiliers' Block is a pair of brick piers probably by Ewart, and vehicular and pedestrian gates of plain spiked pattern separated by cast iron posts of twisted design.
 - The parade ground surface is Black Asphalt surface supplied by Tarmac. The surface finish was chosen to complement the character and tones of the Barracks Conservation Area, and the aggregate size was 10mm. The surface drainage has been designed to keep the profile low and unobtrusive consisting of two planes falling at 1:80 to the north and to the south, with the crest line located to tie in with the existing levels.
 - New buildings' fascias and soffits are polyester powder coated aluminum, coloured to match the roof. All down pipes are black anti-climb u PVC.

- External fire escape spiral staircase, landing and bridge links are self-finished galvanized steel.
- There are locally listed simple spearhead railings with fleur-de-lys standards with a concrete plinth on a brick base. The railings could be used as a template for new boundary treatment within the Site.

6.4.12 The Council wishes to see the Site developed as a new neighbourhood with improved public transport access/ provision and pedestrian and cycle access.

6.4.13 **London Plan Table 3.3 and Table 3.1** – “Minimum internal space standards for new dwellings” The draft London Plan sets out minimum space standards for dwellings of different sizes. **Local Plan Policy SC5** “Ensuring suitable internal and external space” notes that internal space standards for all new developments and residential conversions should be as set out in the London Plan or as updated by Building Regulations.

6.4.14 Achieving Secured by Design accreditation can ensure a safe environment for the community living there. Proposals must therefore meet the Secure by Design accreditation and any planning permission must adhere to Building Regulations. Engagement with the Metropolitan Police and Designing Out Crime Officers should take place as earliest as possible.

Height

6.4.15 **Local Plan Policy CC3** “Tall Buildings” supports a limited number of tall buildings in town centres and preserves 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, to assist with way-finding and where the opportunity exists for higher density development. Any new development must respect the scale and form of the historic buildings being retained.

6.4.16 The Council considers development of between 3-4 storeys to be most appropriate for this highly sensitive location. No new buildings should be taller than the existing tallest listed buildings, **the Keep** and the **Hardinge Block**, unless justified by exceptional design rationale.

Layout

6.4.17 One of the special characters about the Site is the formal spatial relationship of buildings and spaces. Any scheme should reflect the established formal axial spatial layout; create strong linked open spaces that preserve and enhance the parade ground as a central feature.

6.4.18 As shown in maps in 4.3.2, neither the parade ground nor the playing field have ever been permanently built upon as part of the history of the barracks. The area now occupied by the playing field was originally the ‘foot parade’ ground while that nearer to the officers’ mess was the ‘horse parade’ ground. The playing field makes a vital contribution to the setting and significance of the Grade II Listed Officers’ Quarters and Mess (Building 1), Stables East Wing (Building 4) and Stables West Wing (Building 5). The position of the Chapel Keep and Barrack Master’s House (Buildings 14, 12 and 3 respectively) was determined in relationship to the position of the playing field, the carriage drive

around its perimeter and its position of the Buildings 1, 4 and 5). The parade ground and the playing fields must be maintained as clear and legible open space to sustain and enhance the setting of Buildings 1,3,4,5,12 and 14). Therefore, no new buildings will be permitted on the historic parade ground / playing field which result in the loss of key views, while some landscape improvements may be allowed.

- 6.4.19 However, where landscaping could result in the loss of the function of the playing field this could be considered as a loss of playing field that would need to be replaced. If the playing field was made into a more generic open space then this would be considered a loss of playing field which would need to be replaced.
- 6.4.20 The existing current layout typology of the Site is based on the historic character of the barracks courtyard typology within its setting. The layout arrangement is formed by three main typological elements; the centric courtyard / open space; surrounded by three edges of linear blocks; with the chapel building at the southern entry edge.
- 6.4.21 Those above mentioned three typological elements and their current arrangements should be preserved and enhanced in any future proposal. The linearity of the blocks should inform any future site development by imitating the shapes, forms and masses of those blocks, plus following the architectural vocabulary of their elevations character.
- 6.4.22 The chapel building forms an anchor vocal point that contribute to the character of site entry and the setting of the inner courtyard. Any future proposal should understand the design location and character of this building in order to enhance its setting.
- 6.4.23 Development proposals should improve connectivity with the neighbouring community, open spaces and pedestrian route. It is important that the redevelopment of this Site for residential purposes results in a development that is knitted into the surrounding area in a seamless way and not as a separate “gated” community.
- 6.4.24 A robust and high-quality masterplan approach should be applied to the Site to ensure the new neighbourhood is knitted into the fabric of Hounslow West
- 6.4.25 The scale and quantum of car parking along internal streets within the Site should be minimised to ensure a high quality of environment and landscaping.
- 6.4.26 New residential development should be designed with “Secured by Design” principles in mind. Where there are areas of excessive permeability, clear demarcation between public and private areas is paramount. This can be achieved by defensible planting, low fencing or a change in pavement colour to mark a private area . A good lighting scheme is essential to ensure that all areas are walked around. This will offer good surveillance whilst also preventing congregation of persons set to exploit low lighting level
- 6.4.27 ‘Commando Lamp Posts’ are recommended to be installed around the

development. This would ensure that if there was an issue, a CCTV camera could be installed very quickly to identify perpetrators.

6.4.28 Natural, informal or formal surveillance is absolutely essential on large permeable sites and cycle storage areas and car parking should be overlooked as well as buildings. New family housing should be laid out around a permeable network of sensitively scaled streets that integrate landscaping, providing animation and natural surveillance.

6.4.29 It is important that any future proposals demonstrate an understating of courtyard area of the barracks and based the design concept upon its context. The inner courtyard area/ open space should include quality landscape strategy which we envisage to follow the old traditional landscape design lines, see Figure 6.4.26.

Figure 6.4.29 Traditional landscape design for the inner area of the courtyard

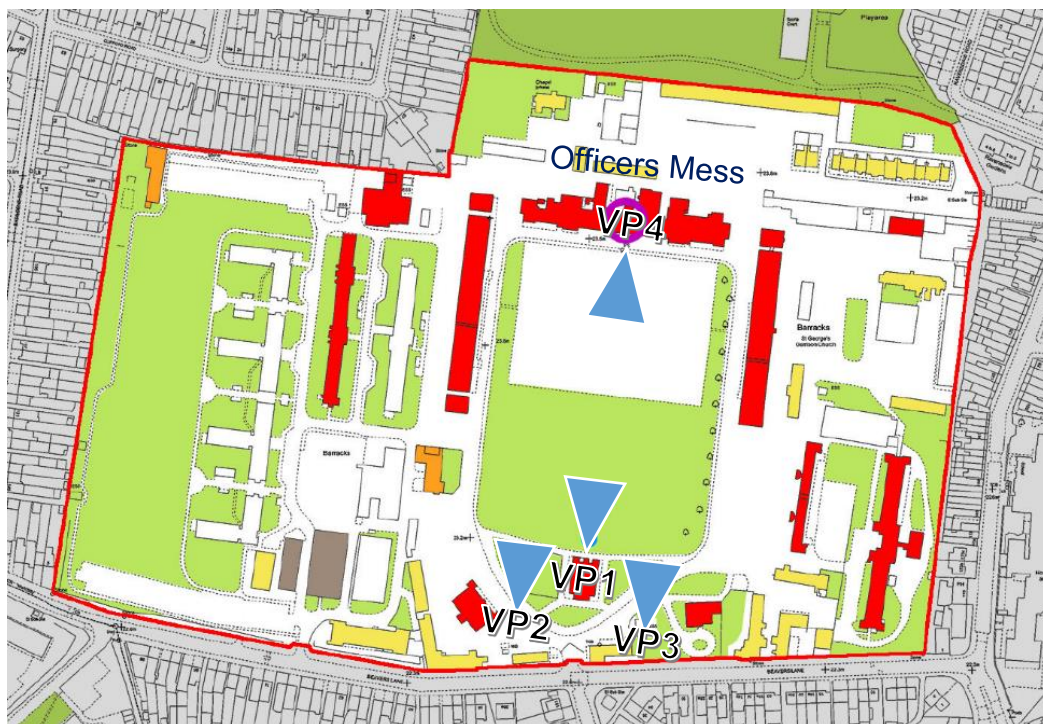


6.4.30 The open space landscape strategy should enhance health and wellbeing for residents by creating walkable routes and destination areas.

Protected views

- 6.4.31 The Officers Mess is one of the principal historic landmarks of the Site. This building contributes to the sense of place associated with the Parade Ground. It is critical that new development does not encroach into and detract from the existing views of the Officers Mess to ensure the Site's finest landmark building is not overshadowed or obscured. The views to the Officers' Mess illustrated below should be protected. New buildings will need to demonstrate that they do not have a harmful impact on these views or detract from the visual prominence of Officers Mess, and that the roofline of the Officers' mess should be kept clear from visual intrusions.
- 6.4.32 As mentioned in para 6.4.19, no buildings will be permitted on the historic parade ground / playing field to sustain and enhance the setting of Buildings 1,3,4,5,12 and 14. The view (VP4) from the Officers' Mess towards The Chapel, Keep and Barrack Master's House (Buildings 14, 12 and 3) should be protected from any obstructions.

Figure 6.4.32 Protected Views to and from the Officers Mess



- 6.4.33 In order to ensure that the proposed development responds appropriately to the historic setting, listed buildings and Conservation Area, there will be a requirement for the planning application to include a townscape and visual analysis of the site, demonstrating how this has informed the design to create a hierarchy of short and long views within the site, including views across open spaces and views framed by buildings to contribute to an appreciation of the scale and elements of historic significance and their spatial/functional arrangement,

Amenity

- 6.4.34 Considerations should be given to sunlight and daylight impact, sense of enclosure, overlooking and noise between new dwellings and between new

development and existing adjoining residential properties. The Council must be assured that residential amenity issues are addressed through the development proposals. The Council is particularly concerned that redevelopment will not result in the loss of amenity to existing residential properties. In the event that the redevelopment is likely to pose some impact on existing neighbouring residents, appropriate assessments, as approved by the Council, will be required to address these impacts and reduce their impact.

Accessibility or adaptability

- 6.4.35 **London Plan Policy 3.8** “Housing Choice” and the **Housing SPG** requires that 90% of new housing meets Building Regulation requirement M4 (2) ‘accessible and adaptable dwellings’ and 10% of new housing meets Building Regulation requirement M4 (3) ‘wheelchair user dwellings’, i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Wheelchair user dwellings should be distributed across all tenures and evenly spread throughout the development. Consideration should be given to a targeted marketing campaign for these units aimed at disabled occupiers.
- 6.4.36 10% of new dwellings should provide enhanced accessibility or adaptability where the local authority is responsible for allocating or nominating a person to live in that dwelling in line with **Local Plan Policy SC5** “Ensuring suitable internal and external space”.

Landscape appraisal

- 6.4.37 Regard must be given to the privacy and amenity of the existing gardens to adjoining properties. Prior to the submission of a planning application, a landscape appraisal should be carried out, accompanied by a survey and assessment, of existing trees identifying those which will need to be retained. The key objectives of such strategy are to maintain the existing character and scale of open spaces, improve the visual and spatial links with Beaversfield Park and protect existing trees which are all protected in the Conservation Area, as well as identify other important landscape features that may be present which will need to be preserved and enhanced.
- 6.4.38 A tree survey will need to be submitted. All of the trees are currently protected by virtue of the conservation area designation, and any proposed removal will need to be justified and sought through the planning consent.

Public Art

- 6.4.39 The Council will encourage the provision of public art on Site. Emphasis should be on the historical and military association of the Site as well as on interesting key existing features such as the struts supporting the locally listed building in the Site's south west and possibly reusing the high-level heat pipes.

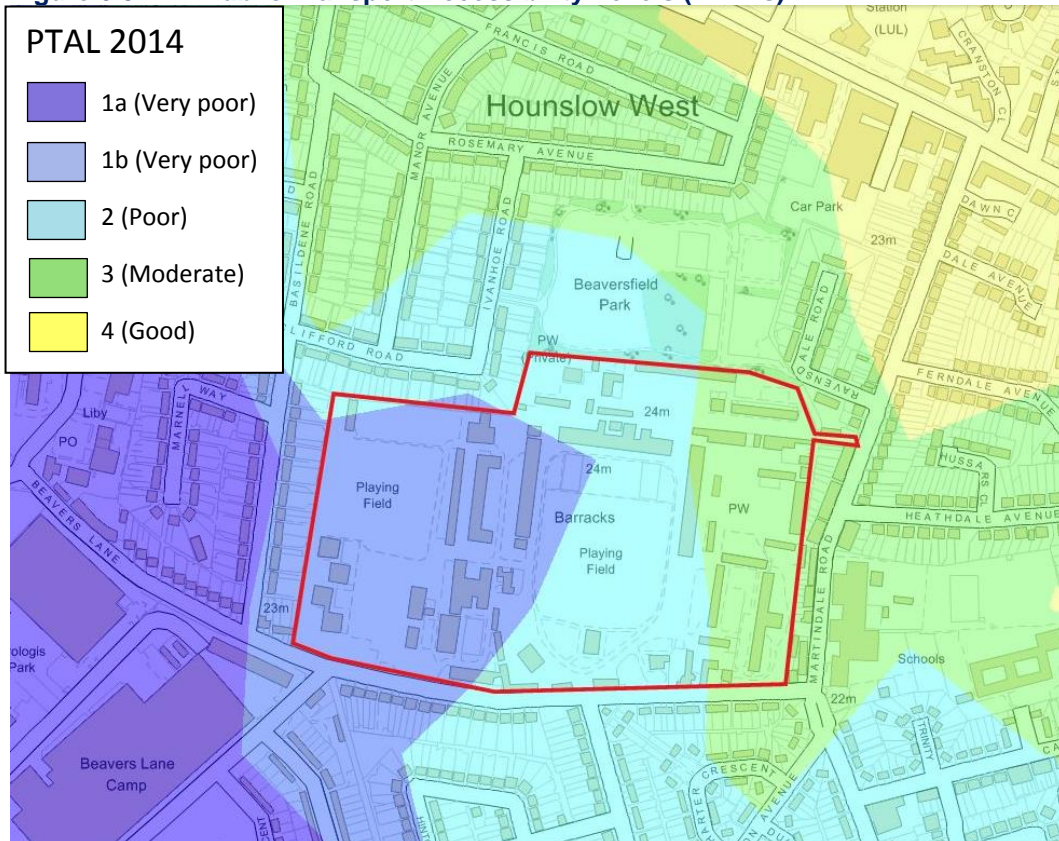
6.5 Transportation

- 6.5.1 The Site is in a suburban location in the central part of the Borough. The Site is currently secured with limited access (including no access to the public) and no permeability.

Existing site and surroundings

6.5.2 The Site predominantly has Public Transport Accessible Levels (PTALs) of 1-3 on a scale of 1-6 with 1 being the lowest and 6 being the highest. Higher PTAL values are characterised by short walking distances to/ from public transport links and higher frequency bus or train services. Areas with higher PTAL values have a lower need for the provision of car parking spaces. There is a variation of PTAL across the Site. The area to the east has the highest PTAL level (Level 3) while PTAL values to the west of the Site are lower at 1b and 2.

Figure 6.5.2 Public Transport Accessibility Levels (PTALs)



6.5.3 The Site is directly served by the 423 bus route on Beavers Lane. This runs between Hounslow Bus Station and Heathrow T5 with a general frequency of 3 buses per hour. A number of more frequent bus services serve the A3006 to the north of the Site, however, access to these services is a 1km walk from the site entrance. Bus routes that serve the A315 to the south of the Site are also over 600m from the site entrance.

6.5.4 Currently, the main site access is on Beavers Lane, opposite the junction with Barrack Road. A secondary access is located west of the main access, although this is not operational, as is a third access to Martindale Road in the north east corner of the Site. The Site abuts the rear gardens of residential properties on the west, north western and eastern sides with no opportunity for the creation of any new accesses. Similarly, there is currently no direct access to the Beaversfield Park to the north of the Site.

6.5.5 It is considered important from transport, planning and urban design points of view that the opportunity is taken to open up additional pedestrian and cycle access points to knit the Site into this wider residential area so that it forms part

of the suburban landscape rather than functioning as a separate estate with limited access points. This will benefit both the new and existing communities. All the surrounding streets have on street parking and traffic-calming features in the form of raised tables, speed cushion or traffic islands.

- 6.5.6 Both **Section 8** “Promoting healthy and safe communities” and **Section 9** “Promoting sustainable transport” of the **NPPF** encourage walking and cycling. **Paragraph 110 of the NPPF** highlights the importance of designing developments to give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use. Developments should also address the needs of people with disabilities and reduced mobility in relation to all modes of transport; ensure conflicts between pedestrians, cyclists and vehicles are minimised while the efficient delivery of goods, and access by service and emergency vehicles is allowed; and ensure the charging of plug-in and other ultra-low emission vehicles is in safe, accessible and convenient locations.
- 6.5.7 The current **London Plan Chapter 6** sets out the Mayor’s transport policies and priorities including Policy 6.3 “Assessing effects of development on transport capacity”, 6.9 “Walking”, 6.10 “Cycling”, 6.12 “Road network capacity”, 6.13 “Parking”, and 6.14 “Freight”. The draft **new London Plan Chapter 10** follows up on the themes of sustainable and active travel and in particular promotes the “Healthy Streets” agenda in Policy T2. In opportunity areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport.’ Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets indicators.
- 6.5.8 The Mayor has outlined the Vision Zero aspiration, which aims to eliminate deaths or serious injury on London’s roads and supports changes to our road network to improve the safety of vulnerable road users. TfL has also published [Small Change, Big Impact](#), which highlights ways London’s public spaces can be improved by small improvements.
- 6.5.9 **Local Plan Policy EC2** “Developing a sustainable local transport network” expects development proposals to demonstrate they are located appropriately with regard to public transport accessibility and capacity, road capacity and access to good quality walking and cycling networks and demonstrate that adverse impacts on the transport network are avoided through the preparation of Transport Assessments for all major schemes, and providing contributions or improvements to transport networks where necessary.
- 6.5.10 Hence, in order to achieve the “new neighbourhood” described above, accessibility and transport to and from the Site will need significant improvement. Figure 6.5.10 and table 6.5.10 show the improved future predicted PTAL of the Site. The applicant/ developer will therefore need to work with the GLA/TfL and the Council to improve PTAL by:

- 1) Identifying means to improve public transport accessibility, cycle and pedestrian access to/from the Site;
- 2) Ensuring proposals facilitate permeability and accessibility through the Site;
- 3) Improving access to Hounslow West Station via a new access through Beaversfield Park and the former Morrisons site as this will provide a much shorter and direct route to the underground station, bus routes and local centre. Permeable layouts may give criminals the opportunity to loiter, especially when cutting through to an adjoining park. Therefore, the applicant/ developer needs to agree with the police in advance on the security and safety measures associated with the new access between the Park and the Site. The new pedestrian /cycle path should be accessible 24/7 and therefore security in the park needs to be carefully considered to ensure the route is safe and does not lead to fear of crime. The Council will seek to adopt the route via former Morrisons site as a public right of way if it can be delivered, otherwise a route via Rosemary Avenue should be sought.
- 4) Improving access to existing bus stops.
- 5) Ensuring an appropriate level of parking is provided on site that aims to minimise traffic generation. Measures will need to be introduced that reduce the need for car ownership such as a car club.

Figure 6.5.10 Improved PTALs

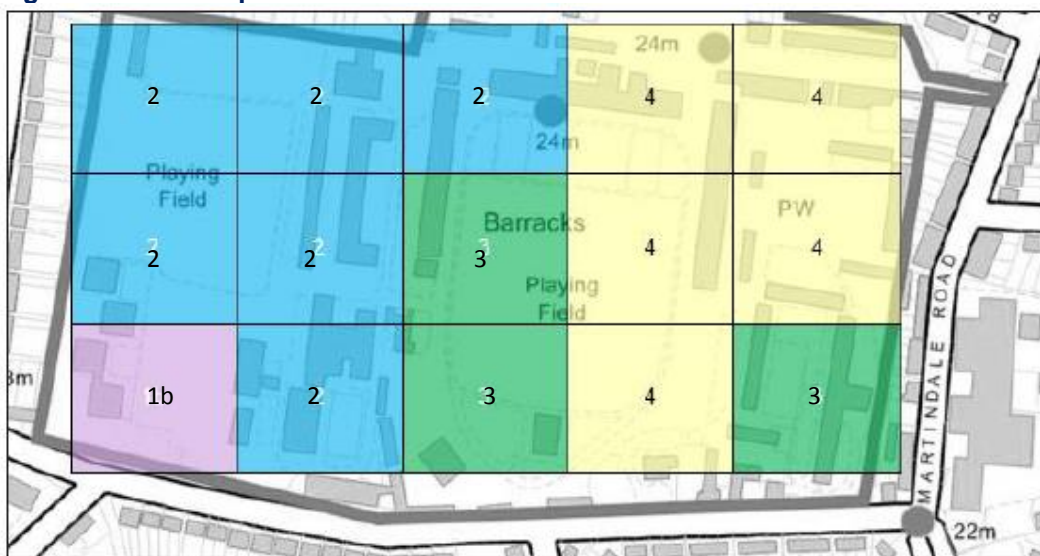


Table 6.5.10: Existing and proposed PTAL comparison

PTAL Level	Existing	Proposed	Difference
1a	7%	0%	- 7%
1b	33%	7%	- 26%
2	27%	40%	+ 13%
3	27%	20%	- 7%
4	7%	33%	+ 26%

Transport Assessment

6.5.11 The Council will need to be assured that transport and highway impacts can be satisfactorily addressed. This will include assessment of the capacity of the adjoining road network, through the submission of a Transport Assessment as part of the planning application. Development proposals that come forward on the Site will need to assess the likely impacts of the demand they create and

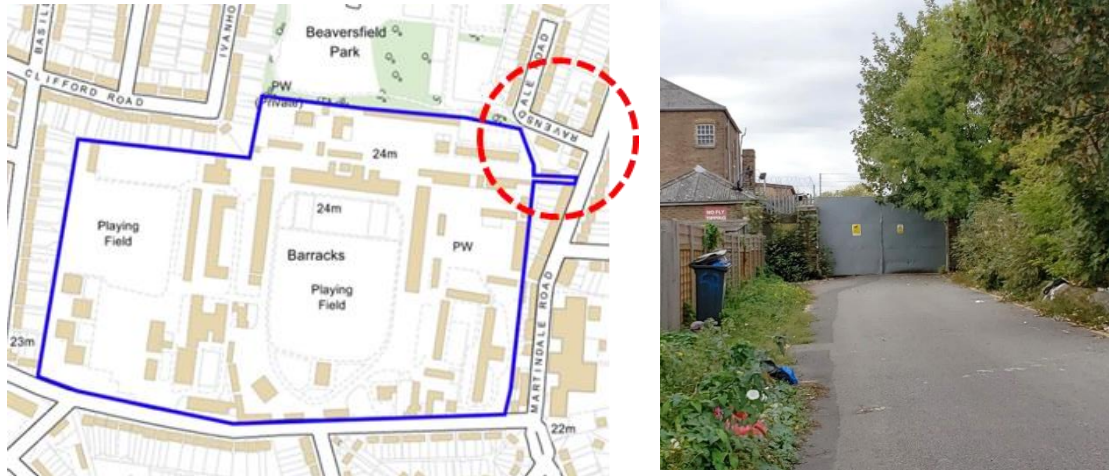
set out measures to mitigate these impacts in line with the principles set out in this document.

- 6.5.12 The Site is approximately 850m from the Strategic Road Network (SRN) on the A4. M4 Junctions 3, 4 and 4b and M25 Junction 15 are also located close to the Cavalry Barracks site that development will have impact on the SRN including the A4, M4 and M25. The Transport Assessment will be required to demonstrate that the transport impacts of the new land uses can be accommodated by the local transport network. This assessment should include the impact on the SRN. Traffic modelling should be carried out to assess the impacts from this development.
- 6.5.13 Where improvements are shown to be necessary, then either the developer will be obliged to deliver these mitigation measures directly or contribute the required sum to the Council and / or Transport for London to ensure delivery by them.
- 6.5.14 The Transport Assessment is to conform to current TfL guidance and include a full assessment of public transport impact in addition to the traffic impact. The applicant/ developer should consider whether segregation of cyclists and pedestrians is required on the busiest routes and entrances

Access and Traffic

- 6.5.15 Pedestrian and cycle movements are to be prioritised within the site layout. Traffic generation is to be minimised, but the development should aim to spread the impact of any additional traffic generated. Additional vehicular accesses could be provided to Beavers Lane subject to agreement over their exact location. The number and location of vehicular access points need to relate to the layout of the development, they must be appropriately designed to allow for vehicular, cycle and pedestrian access, and they must meet minimum safety requirements including visibility splays and junction separation. The site layout should not encourage residents to drive within the Site to use an access that is not the closest to where they live. A new access should not form a crossroads. The current access point on Beavers Lane should be used by pedestrians, cyclist and emergency services only in the new development to prioritise pedestrian and cycle movements.
- 6.5.16 The existing unused access to Martindale Road to the north-east of the Site is unsuitable for vehicular access. This gated access is approximately 4-5 metre-wide which is too narrow for two-way traffic. It should be opened up as a pedestrian and cycle access, although could be designed to accommodate emergency service vehicles.

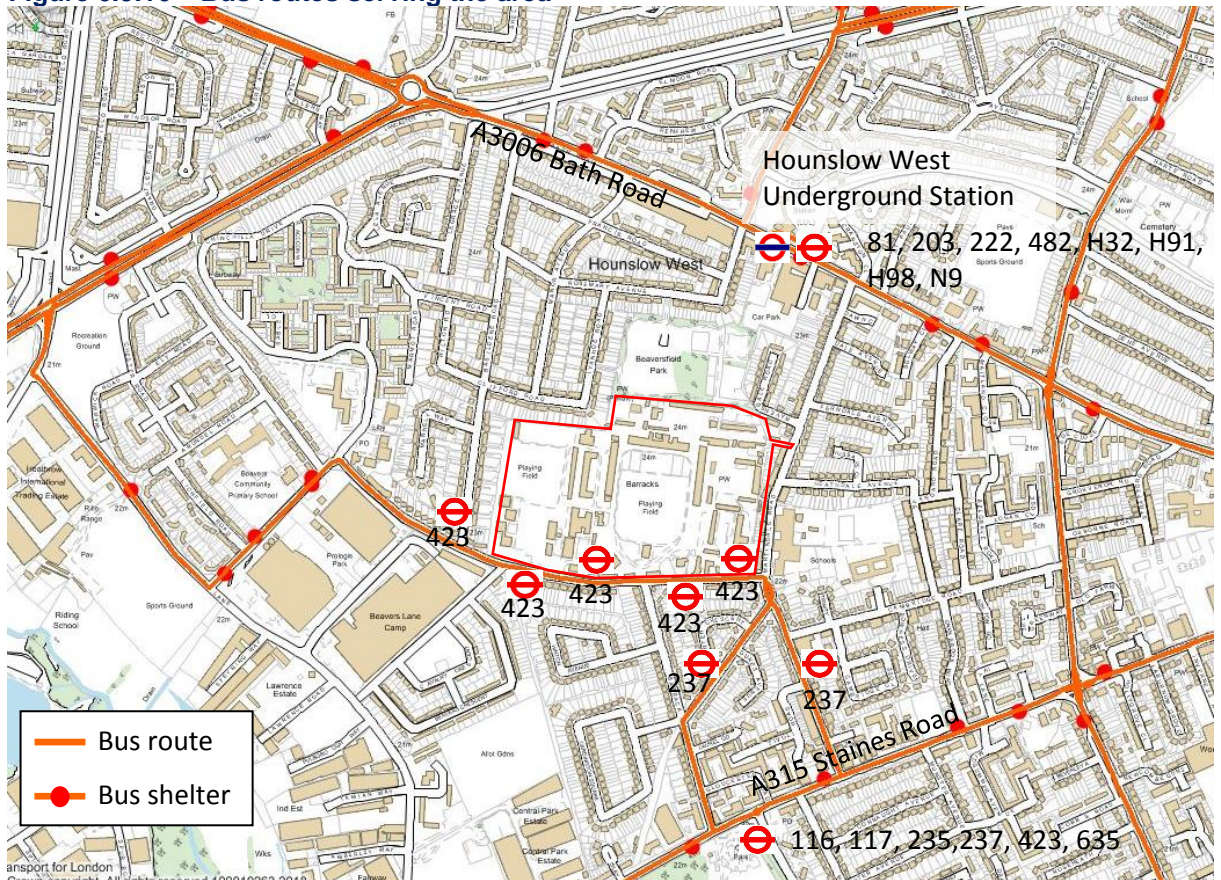
Figure 6.5.16 The existing unused access to Martindale Road



Public Transport

6.5.17 A3006 Bath Road is a high frequency bus corridor with bus services to Terminal 5, Hounslow Bus Station, Hammersmith, Slough, Cranford, Uxbridge and Hayes. A 315 Staines Road is also a bus corridor. The bus stops opposite Hounslow Heath serve buses to Hounslow Town Centre, Heathrow Terminal 5, White City, Ashford Hospital, West Middlesex Hospital, Staines, Sunbury, Isleworth, Brentford and Feltham.

Figure 6.5.16 Bus routes serving the area



6.5.18 Closer to Site, bus 423 is serving between School Road in Hounslow Town Centre and Heathrow Terminal 5. Then Bus 237 is serving between White City Bus Station and Frampton Road in Hounslow Heath. The layout and design approach will need to encourage pedestrian access to these bus stops in

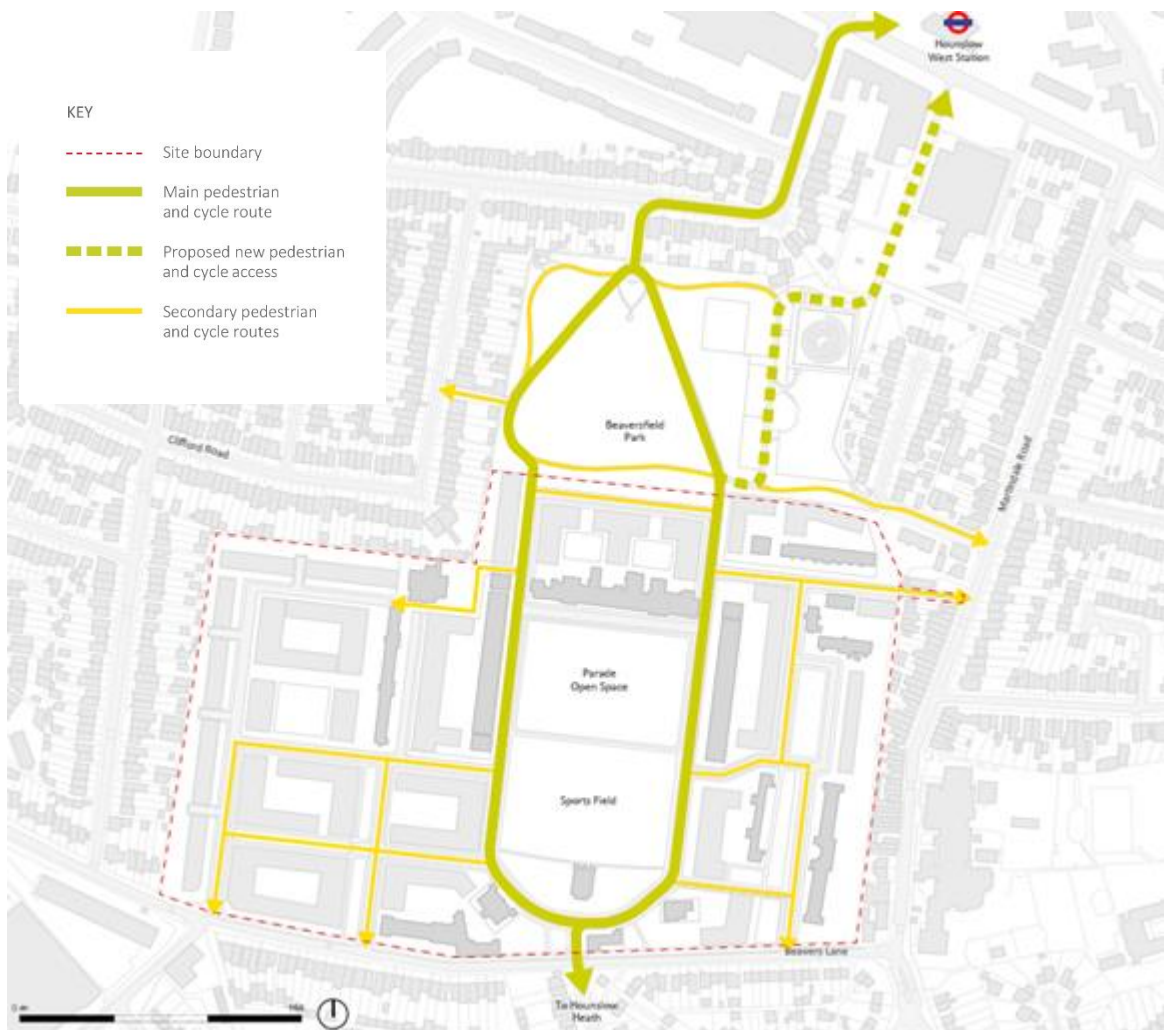
particular. It is important that residents and visitors to the development are able to travel to the Site by a choice of transport modes and are therefore not over-reliant on travel by private car.

6.5.19 The Site currently does not provide direct access to these bus routes. A planning application will need to demonstrate that improved and additional routes to and from existing public transport facilities will be provided. Discussion with TfL will be required to determine if improvements to existing bus services will also be required in order to improve the PTAL rating of the Site. Improvements may be required to local buses given that an increasing number of passengers will be using these routes. Developments will be expected to contribute towards the bus network development in the area through S106 agreement. Public Transport impact will need to be assessed within the Transport Assessment.

Walking and Cycling

6.5.20 The development must promote walking and cycling. New routes should be opened up within the Site providing easy access to the surrounding road network. Access must be provided to Beaversfield Park and through to Bath Road, Hounslow West station, and the bus routes on the Bath Road. This access should also be available from surrounding residential areas.

Figure 6.5.19 Indicative pedestrian and cycle routes linking to Hounslow West Station and Local Neighbourhood centre



6.5.21 The development should apply TfL's **Healthy Streets** approach which is included in "Our Healthy Streets for London" document. The approach sets out how to put people and their health at the centre of decision making, helping everyone to use cars less and to walk, cycle and use public transport more improve air quality. A full Healthy Streets audit to be conducted as part of the Transport Assessment to ensure HS principles are applied. Sport England's Active Design Guidance would also be of assistance when designing in activity into the development.

Car Parking

6.5.22 The Council is taking a restraint-based approach towards car parking, particularly in light of the possibility that the Site's PTAL will be improved in the future and therefore reduce the need for residents to own a private vehicle. However, a realistic level of car parking must be provided particularly for large family dwellings. Proposals must not exceed car parking standards outlined in the most up to date London Plan (currently the draft London Plan). Car-free development should be the starting point for all development proposals.

6.5.23 The level of parking must not lead to an unacceptable increase in parking on surrounding streets, or to ad hoc parking within the Site. This might require a financial contribution towards extending or amending Controlled Parking Zones. (See figure 4.4.8 for the existing CPZs in the area.) Improvements to PTAL will enable reduced parking requirements and the Council will expect to see proposals for reduced parking provision from the outset, based on future improvements to PTAL, or a mechanism by which parking would be reduced as the PTAL improves. Developments should demonstrate this through a Parking Design and Management Plan which is required by the draft New London Plan.

6.5.24 Both surface and concealed parking areas must be carefully treated and be integral to the design of the public realm and landscape environment. Provision for disabled parking and Electric Vehicle Charging Points will be required, in accordance with London Plan standards. These spaces must be made available to those who require them and not allocated to specific dwellings.

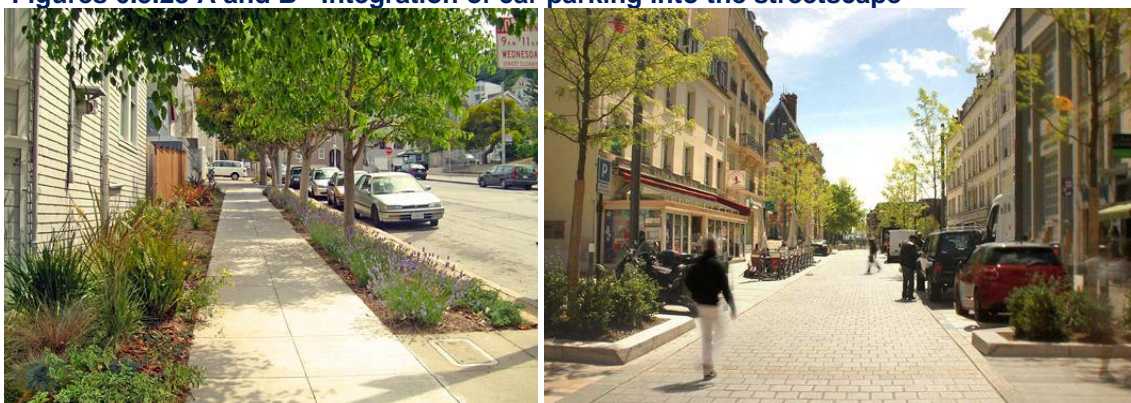
6.5.25 New residential development should not exceed the maximum parking standards set out in **Tables 10.3, 10.4, 10.5** in the **draft New London Plan**. The Cavalry Barrack site is in one of the Outer London Opportunity Areas where up to 0.5 spaces per dwelling is allowed as a maximum residential parking provision, up to 1 space per 600m² gross internal area (GIA) for office parking and up to 1 space per 75 m² gross internal area (GIA) for retail parking respectively.

6.5.26 The number of parking spaces will contribute to the determination traffic generation. A Transport Assessment will be required to determine an appropriate number of parking spaces. The applicant/ developer should aim to get as much parking off-street as possible. The over-riding aim for the development should be to create a site where pedestrians feel safe and the car is not dominant.

6.5.27 On-street car parking should be resisted where possible; in order to support the draft New London Plan aim of reducing vehicle dominance in order to maximise the contribution that public realm makes to encourage active travel. The developer/applicant should create as many car-free streets and/or shared spaces as possible where pedestrians feel safe and have right of way especially along key pedestrian desire lines.

6.5.28 All on-street parking must be broken up into short lengths to allow pedestrian movements and long lines of parking spaces adjacent to the roads within the Site should be avoided. Parking bays should not be broken up by landscaped areas if this will obstruct pedestrian movement – in particular this applies to the roads surrounding the open space. All off-street parking must be accessed from a minimum number of accesses or driveways. On-street parking provision must also allow for appropriate delivery of parking spaces where loading areas should be provided close to the cores of each block and areas where deliveries to properties can be safely accommodated

Figures 6.5.28 A and B - Integration of car parking into the streetscape



6.5.29 **Policy T6.1G** “Residential parking” in the draft **New London Plan** requires residential development proposals to ensure that for three per cent of dwellings, at least one designated disabled persons parking space per dwelling is available from the outset and demonstrate on plan and as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request. as soon as existing provision is insufficient. This should be secured at the planning stage.

6.5.30 Car clubs have evolved to provide greater choice of transport options to people that require access to a car for some journeys. Whilst the Brief seeks to reduce reliance on the private car, the establishment of a car club in the development area would provide a practical option when the use of public transport may not be appropriate, possible or desirable. The applicant/ developer should incorporate a car club as part of their proposals for the development area. It will be expected that developers approach car club operators at an early stage to agree a proposal for this Site including location and number of cars, which may be phased. The provision of car parking for new development should be influenced by the proposals put forward for the level of car club provision.

6.5.31 Policies **T6.1C** and **T6.1D** “Residential parking” in the **draft New London Plan** require all residential car parking spaces to provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active

charging facilities, with passive provision for all remaining spaces. Any car club spaces should have active charging facilities.

Cycle Parking and Storage

6.5.32 Any future developments should also incorporate design measures and facilities to promote cycling, including cycle parking provision, in line with the most up-to-date London Plan. Developments should meet the most up to date London Plan (currently the draft New London Plan) minimum cycle parking standards. At least 5% of spaces should be able to accommodate larger and adapted cycles for disabled people. Cycle parking design and location should be in accordance with the London Cycling Design Standards (LCDS).

6.5.33 **Delivery and Servicing**

All deliveries and servicing should be encouraged to take place off-street where possible. Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street in order to support **draft New London Plan** policy T7. All developments should be designed and managed through a Delivery and Servicing Plan (DSP) so that deliveries can be received outside of peak hours and in the evening or night time. A DSP should be a requirement for all development proposals, produced in line with TfL best practice guidance.

6.5.34 Further guidance on the design and location of cycle parking can be found in West London Cycle Parking Guidance (West Trans, 2016) in terms of location, design and accessibility. It is expected that the development will adhere to this guidance.

6.5.35 Cycle storage should also be provided in accordance with the **Local Plan Policy CC2** “Urban design and architecture standards” and be integral to the design of dwellings. Cycle storage should be secure, accessible and low maintenance.

Travel Plan

6.5.36 A Travel Plan will be an important element in the granting of planning permission, ensuring that any future development does not generate unacceptable levels of traffic or unacceptably increases parking pressure in the local area. In particular, the Travel Plan must propose measures aimed at reducing the need to own and use a car, in particular second cars for larger family dwellings.

6.5.37 The Council expects a Travel Plan to be submitted with a planning application and to be in accordance with current council and TfL guidance.

Construction Logistics Plan

6.5.38 Construction activities can have significant impacts on surrounding communities, particularly in relation to impacts on roads, noise and air quality. The Council therefore requires the applicant/ developer to prepare a Construction Logistics Plan (CLP) and should consider measures such as a delivery booking system, off-site fabrication, consolidation of deliveries and co-operation between construction sites in the area, including common procurement. This should be undertaken in accordance with the most up-to-date Transport for London guidance and submitted with any planning application.

6.6 Open Space, Play Space and Landscaping

Active Design

- 6.6.1 Active Design (see Appendix 1) , published by Sport England and Public Health England, intends to encourage and promote sport and physical activity through the design and layout of our built environment to support a step change towards healthier and more active lifestyles. The guide sets out ten principles to consider when designing places that would contribute to creating well-designed healthy communities. Any development proposal coming forward for the Site should refer to Active Design, apply its principles and the Active Design Checklist within the guide. Local residents should have access to affordable high-quality leisure facilities and open spaces that are fit for purpose and enable all to be active. Any new developments should enable residents to participate in active travel through safe and easy to use methods, integrating walking and cycling into their daily lives.

Open space and Playing Field Provision

- 6.6.2 The Site currently has two large areas of open space/ playing field and a third hard surface area used for private recreational and sporting purposes. Each of the large playing fields has an adult grass football pitch. Between 2014 and 2015, the adult football pitch on the Parade Ground was overmarked with a senior rugby pitch.

Figure 6.6.2 Existing playing fields in Cavalry Barracks



- 6.6.3 The playing fields including the pitches are located in the following areas of the Site:
- Playing field A
 - Playing field B
- 6.6.4 **Paragraph 97 of the NPPF** states that existing open space, playing fields and recreational buildings should not be built on unless:
- a) an assessment has been undertaken which has clearly shown the open

- space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

6.6.5 **Local Plan policy GB2** “Open space” only allows re-development of sports pitches where equivalent or better-quality sports pitch provision can be made. Publicly accessible open space should be provided on the Site but not necessarily in the form of one large open space. The Council will therefore seek the improvement of the existing open space within the Site by creating a number of publicly accessible green spaces which can enhance the setting of the development and the character of the area. These spaces should relate well to routes through the Site.

6.6.6 This would best be provided through the Masterplanned approach to the Site in a series of well-located; linked and managed spaces that complement the built form across the Site. These open spaces should be attractive, usable spaces for all residents and each could have a specific feature that responds to the urban character of that area e.g. children’s play facility, multi-use games areas etc. Smaller parks would not be considered as adequate replacements for the playing field(s) as smaller spaces would not allow the same number/type of pitches or potential future pitches to be marked out compared to the current playing fields on the site.

6.6.7 The re-provision of the open space could be delivered by converting the tarmac area of the existing parade ground (36m x 172m) as shown in the concept plan in Section 7 and new open space on-site. Open space identified for sports facilities could form part of a leisure/community facility and playing field. If the playing field was to be made into more generic open space then this would be considered a loss of playing field which would need to be replaced.

6.6.8 Under the Town and Country Planning (Development Management Procedure) (England) Order 2015, Sport England, is a statutory consultee in the planning system. This means that local planning authorities are required to consult Sport England on planning applications they receive which affect playing fields, or land last used as playing fields.

6.6.9 Sport England will assess any planning application affecting playing field land against its Planning Policy Statement: “A Sporting Future for the Playing Fields of England”. The Council will encourage the continued sporting use of the playing field. Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

6.6.10 Unless, in the judgement of Sport England, the development as a whole, meets with one or more of five specific exceptions. The proposal would most likely

need to satisfy Exception E4 in the Playing Fields Policy and Guidance published by Sport England in March 2018. The applicant/developer needs to demonstrate a replacement playing field of equivalent quality, quantity and accessibility if proposing the loss of the existing playing field. The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field (note not just the pitches):

Playing field re-provision

6.6.11 The replacement of the sports facilities should be explored. The nature of any new/replacement provision should be informed by the Playing Pitch Strategy 2017 – 2030 or another up-to-date robust relevant needs assessment and strategy

6.6.12 Re-provision of playing fields on-site as well as any off-site replacement of sport provision in the west of the borough will be financed by the applicant/developer. The total area of replacement playing fields to be provided on-site and/or off-site together must not equal less than the total area of existing playing fields (A+B) and ancillary facilities and be usable for formal sport. The applicant/developer should discuss the potential replacement with Sport England and the Council before submitting a planning application. In terms of potential costs, the applicant/developer should refer to the latest Sport England facility costs. Sport England would expect an agronomist assessment of the existing and replacement sites to ensure any replacement playing field would be constructed to, at least, the quality of playing field lost.

Playspace

6.6.13 Children and young people need free, inclusive and accessible spaces offering high-quality play and informal recreation opportunities in child-friendly neighbourhood environments. **Local Plan Policy 3.6** “Children and Young People’s Play and Infant Recreation Facilities” requires that all children and young people have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision, The Mayor’s **Play and Informal Recreation SPG** sets out guidance to assist in this process. The provision of play and informal recreation should be in line with the SPG and any update made to this guidance. These principles are illustrated in **Table 4.7 of the SPG**. The London Plan also requires playspace provision. The quantum would be dependent on the final mix of unit sizes.

6.6.14 The Site is bordered to the north by Beaversfield Park which is a 3.54ha public park and the gates remain open overnight. Facilities include outdoor gym, tennis court, toddler play area, junior play area, cricket pitch, basketball court, maze and bandstand.

² Undertaken by a competent person, of the existing playing fields and of the replacement playing field site(s), including what works are required and when they would be undertaken for the new playing field to be of, at least, the same quality as any playing field lost

Figures 6.6.14 A and B Beaversfield Park



6.6.15 **Draft New London Plan Policy S4** “Play and informal recreation” requires development proposals for schemes that are likely to be used by children and young people to: incorporate accessible routes for children and young people to existing play provision, schools and youth centres, within the local area, that enable them to play and move around their local neighbourhood safely and independently. Apart from improving PTAL as stated in para 6.5.10 if the safe access points are to be created between the Beaversfield Park and Cavalry Barrack Site, future residents of the Site will benefit from all the existing facilities in the park, although there is a need to improve the 24/7 security, hence and justify the proposed capacity.

6.6.16 In view of proximity of Beaversfield Park and the proposed retention of the central playing field, some of the existing open space within the Site could be developed if it can demonstrate that sufficient public open space for future residents is provided. See the open space provision matrix below.

Table 6.6.16 Play and Informal Recreation SPG: Play provision in new developments

No. of children	10 – 29	30 – 49	50 – 79	80+
Size of space required	100-300 sqm	300-500 sqm	500 – 800 sqm	800 sqm +
Facilities for under 5s	On-site doorstep playable space	On site local playable space	On site local playable space	On-site local or neighbourhood playable space
Facilities for 5-11s	Off-site within 400 m			
Facilities for 12+	Off-site within 800 m	Off-site within 800 m	Off-site within 800m or on-site subject to size and local circumstances	On-site youth space
Possible variation to reflect existing provision	If area is deficient in play space for 5 – 11s, some on-site facilities should be provided	If area is within 400m of existing facilities for 5-11s, an off-site contribution may be considered if in accordance with play strategy	If area is deficient in spaces for 12+, some on-site facilities or new off-site provision should be provided within 800 m	If area is within 800 m of existing facilities for 12+, an off-site contribution may be considered if in accordance with play strategy

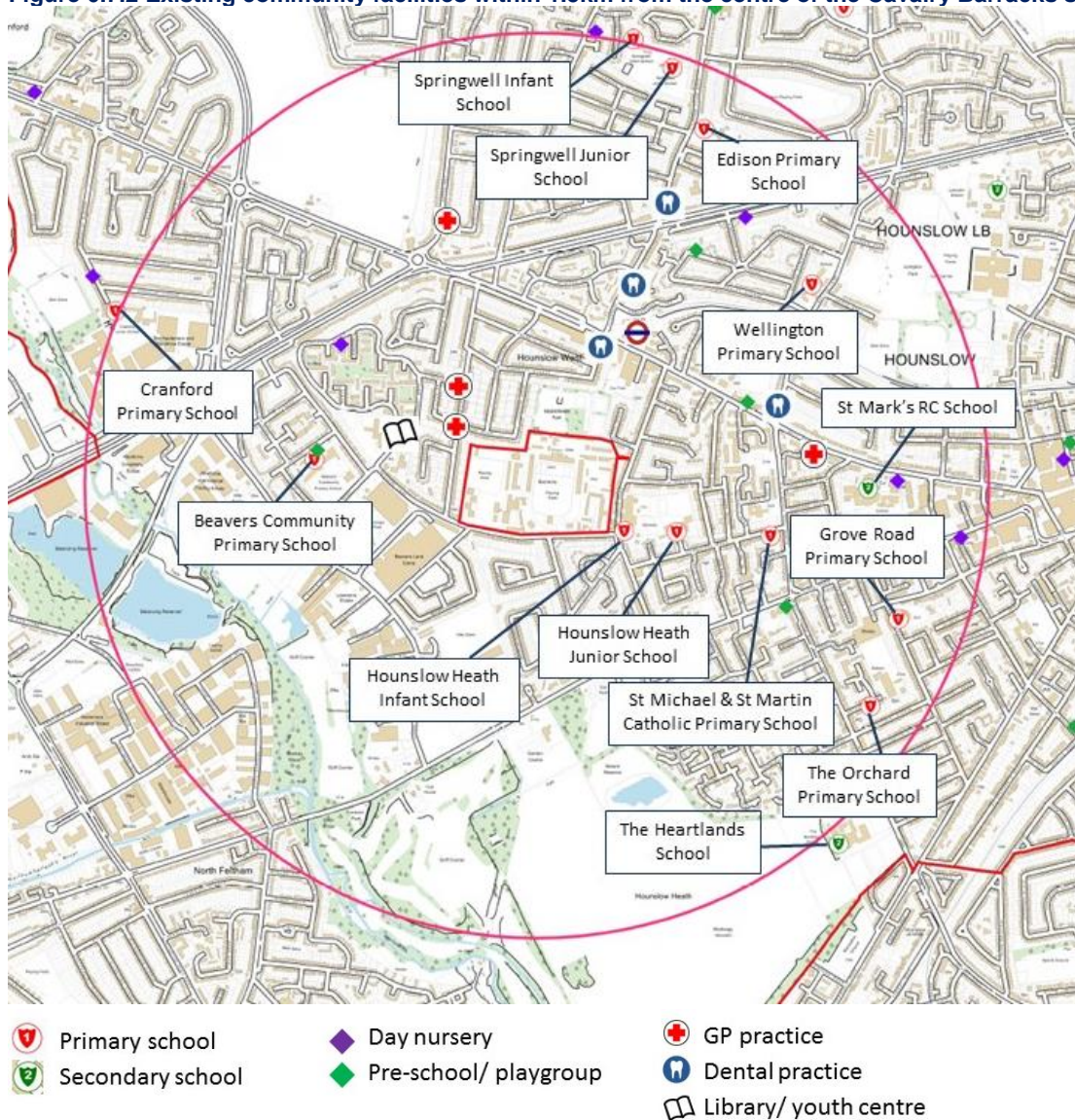
6.6.17 In order to get the full benefit of new playspaces, the facilities need to be creative and encourage the children and young people to be more active whilst they play. Design principles in creating playspaces should be utilised and the area appropriately animated to encourage access and use.

6.7 Community / Employment/ Commercial Uses and Social Infrastructure

6.7.1 Given the potential number of new residential units that can be delivered on the Site, it is likely to result in increased pressure on existing services and infrastructure - the schools, health centres, sports centres, sports facilities, community halls and so on will be vitally important in supporting local communities both within and in close proximity. The Hounslow Infrastructure Delivery Plan (See para 5.4.4) will be updated as part of the Local Plan review.

6.7.2 **Local Plan Policy CI1** “Providing and protecting community facilities” promotes new community facilities in areas of growth and where identified in the Council’s Infrastructure Delivery Plan and promotes the co-location of different uses and users within community facilities where there are opportunities for effective management of dual use.

Figure 6.7.2 Existing community facilities within 1.5km from the centre of the Cavalry Barracks site



6.7.3 Development arising on the Site will create a significant additional number of school-age children. As shown in Figure 6.7.2, the area is well served by

schools. Since 2013, the Council has undertaken an extensive capital expansion programme to accommodate the projected growth across the borough. Therefore, the Council does not consider a new school is required for the Cavalry Barracks development.

- 6.7.4 Hounslow is experiencing a surplus of places in the Central Hounslow primary planning area which is being addressed through a rolling programme aimed at temporarily reducing forms of entry. The reduction is temporary due to the additional pupil numbers which the Council anticipates will be generated through new housing schemes currently under consideration. A flexible and adaptive approach to school place planning is being utilised which includes accommodating growth through expansions of existing schools.
- 6.7.5 The impact of such a large new residential led scheme will extend well beyond the Site itself. The impact on the existing community, including on community facilities, will need to be examined and provision either on site or enhancing existing local provision will be sought. This could provide leisure and recreational facilities and also community space for club's functions and meetings. The development of appropriate community infrastructure facilities is considered essential to make the development acceptable in planning terms. The Council will seek through Section 106 agreement to ensure that these facilities can also benefit the wider community.
- 6.7.6 The applicant/ developer should have regard to the social needs of the new residents. There are a number of buildings on the Site which could be suitable for conversion to community use, e.g. nursery.

Figure 6.7.6 Part of the Chapel (building 14) has been converted into a day nursery for the army families



- 6.7.7 The provision of community spaces may present an opportunity to creatively reuse historic structures that are less well suited to residential conversion, and which will deliver access to historically significant parts of the Site to the wider public. The Site contains a number of listed buildings which have the potential to be converted to community use. For instance, the Chapel (building 14) could include some commercial/ community uses like a cafe or a gym or remain as a nursery.
- 6.7.8 Similarly, depending on the impact of proposed development on existing health and education services, financial contributions via CIL/S106 may also be

sought to improve existing health facilities and/ or expand the number of school places. It is desirable that the applicant/ developer carries out a rapid community profile and/ or health impact assessment in support of the major planning application proposed within the Site. There are currently three GP practices within close proximity to the Site. Clifford Road Surgery sits within 0.1 miles of the barracks site is currently at capacity. The Meadows Centre for Health (0.5 mile), due to its location and transport links, has only served the population within the residential area it resides. The applicant/ developer should discuss with Hounslow Clinic Commissioning Group regarding the required provision of health facilities on-site or off-site. This new population would require additional GP/primary care floor-space. If a D1 health facility was proposed as part of the development this would need to be in the form of a fully fitted out facility. If a facility is not secured, then a S106 financial contribution could be negotiated in lieu of the space.

6.7.9 Developer/applicant should make an assessment on existing and future school place provision to accommodate new residents.

Employment/ Commercial Uses

6.7.10 There is an opportunity to develop facilities to support home businesses, e.g. 'hub' facilities for home-based businesses. "Workhubs" help make home-based working more viable by offering the networking and collaboration environment, meeting facilities, equipment and technology. "Workhubs" can reduce the need to travel further afield to meet clients, colleagues or use the professional facilities of a traditional office.

6.7.11 As indicated in 6.3.28, a number of listed buildings on site could be converted to employment uses such as professional offices, teaching or training venue, offices or studio space for incubator and starter businesses, hairdressers, letting agents, sandwich bar or café, day-care nursery, small hotel, serviced office and artist studios.

6.7.12 **Paragraph 72 of the NPPF** requires boroughs to ensure that the size and location of larger development will support a sustainable community, with sufficient access to services and employment opportunities within the development itself.

6.7.13 Emerging **New London Plan Policy E8** "Sector growth opportunities and clusters" supports the evolution of London's diverse sectors and ensures the availability of suitable workspaces including:

- 1) start-up, incubation and accelerator space for micro, small and medium-sized enterprises
- 2) flexible workspace such as co-working space and serviced offices

6.7.14 The Council requires that the development will provide construction training and apprenticeships, which will be secured through a Section 106 legal agreement in accordance with the Council's Planning Obligations & CIL SPD.

6.7.15 The **Hounslow Regeneration and Economic Strategy 2016-2020** (a delivery mechanism for the Local Plan) highlights the contribution of small and medium sized enterprises to the local economy.

6.8 Environmental Quality

6.8.1 The Council expects the applicant/ developer to embrace the opportunity for sustainable development through: sustainable design and construction; the efficient use of resources including land, water and energy; reducing carbon dioxide emissions; flood mitigation; control of noise pollution, light pollution and air pollution (the Borough is an Air Quality Action Area); using renewable technologies and local power generation; sustainable drainage systems; recycling waste; demolition methods and waste disposals and generally assisting in reducing any long term adverse environmental impacts of and to the development.

Energy and Carbon Reduction

6.8.2 **London Plan Policy 5.2** “Minimising Carbon Dioxide emissions” emphasises that development proposals should make a contribution to minimising carbon dioxide emissions in conjunction with the energy hierarchy. Development should demonstrate how it is Lean, Clean and Green through an Energy Statement. Given the scale of development and mix of uses, this proposal should consider the possibility of site-wide decentralised energy.

6.8.3 As stated in **London Plan Policy 5.6** “Decentralised energy in development proposals”, the Council envisages the scale of the housing led mixed-use development on the Site will be appropriate for a decentralised energy network. **Local Policy EQ1** “Energy and carbon reduction” has the same approach that major development proposals should select energy systems in accordance with the following hierarchy:

- Connection to existing heating or cooling networks
- Site wide CHP network
- Communal heating and cooling

6.8.4 A decentralised energy system should be considered at the earliest opportunity, and where there are no current connections, a site-wide energy centre should be provided with the potential to connect to future networks.

6.8.5 Major residential developments in Hounslow are required to secure an on-site minimum 35% carbon dioxide emissions reduction against a Building Regulations Part L (2013) compliant baseline. All remaining regulated carbon dioxide emissions, up to 100% (zero carbon), are required to be offset through an associated financial contribution to the London Borough of Hounslow’s Carbon Offset Fund.

6.8.6 The applicant/ developer should ensure the development is compliant with Section 2.4 of the **Sustainable Design and Construction Supplementary Planning Guidance**, which details requirements for residential and non-residential developments.

Flood Risk and Surface Water Management

6.8.7 The development Site is located in Flood Zone 1 (area with lower flood risk), however the Site is over 1 hectare, a flood risk assessment (FRA) is therefore required. **Local Plan Policy EQ3** “Flood risk and surface water management”

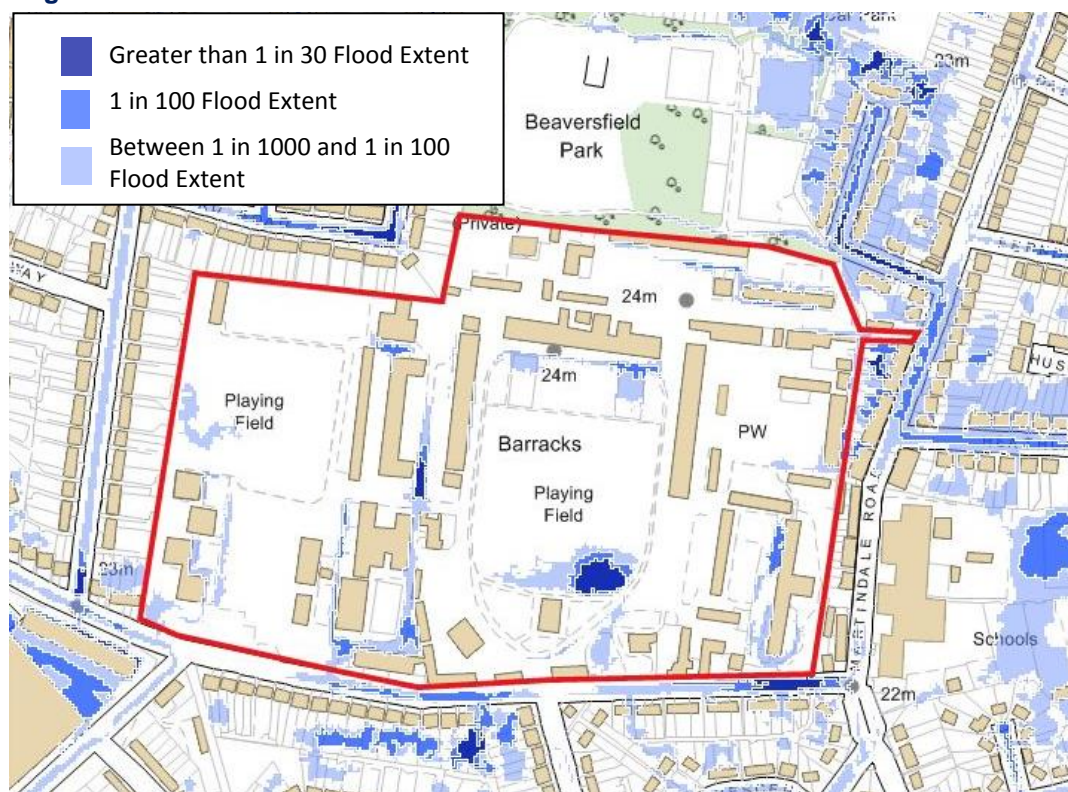
expects the FRA to be consistent with the requirements of the Environment Agency and the Strategic Flood Risk Assessment and apply the sequential test approach within site boundary to ensure flood risk is further decreased. The development should incorporate necessary flood resistance and resilience measures, including ensuring that adequate flood defences are in place and maintained through the lifetime of the development. Any development also should comply with actions set out in Hounslow Surface Water Management Plan.

6.8.8 **Local Plan Policy EQ3** also requires development proposals to incorporate sustainable urban drainage systems and avoid non-permeable hard standings with the aim of achieving Greenfield runoff rates and being consistent with the Surface Water Management Plan.

6.8.9 Although there is no flood risk from the rivers or sea throughout the Site, some areas on Site are at high risk of flood from surface water. Surface water flooding occurs when intense rainfall overwhelms drainage systems. There are four levels of flood risk. These are:

- High - each year, the area has a chance of flooding of greater than 1 in 30 (3.3%)
- Medium - each year, the area has a chance of flooding of 1 in 100 (1%)
- Low - each year, the area has a chance of flooding of between 1 in 1000 (0.1%) and 1 in 100 (1%)
- Very low - each year, the area has a chance of flooding of less than 1 in 1000 (0.1%).

Figure 6.8.9 Levels of surface water flood risk



6.8.10 **London Plan Policy 5.13** “Sustainable drainage” states a development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

- 1) store rainwater for later use
- 2) use infiltration techniques, such as porous surfaces in non-clay areas
- 3) attenuate rainwater in ponds or open water features for gradual release
- 4) attenuate rainwater by storing in tanks or sealed water features for gradual release
- 5) discharge rainwater direct to a watercourse
- 6) discharge rainwater to a surface water sewer/drain
- 7) discharge rainwater to the combined sewer

Contamination

6.8.11 **Local Plan Policy EQ8** “Contamination” expects development proposals to 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 groundwater. The Site is in an area designated as Principal Aquifer. This is classified as sensitive groundwater. The detailed assessment of ground contamination, soil sampling and impacts to groundwater should be agreed and reviewed by the Council’s Environmental Health Officers and the Environment Agency.

Noise

6.8.12 The Site is subject to high level of aircraft noise and all residential accommodation should be soundproofed to provide a minimum sound attenuation. **BS8233** (Sound Insulation and Noise Reduction for Buildings) is a Code of Practice providing guidelines for the control of noise in and around various types of buildings. It sets out maximum indoor ambient noise level targets for spaces within buildings when unoccupied with the aim of providing a preferred level of acoustic comfort. Criteria provided in table 6.8.12 should be adopted by the applicant/ developer. The full proposal will require a **Noise Impact Assessment**.

Table 6.8.12 Maximum ambient noise level

Activities	Location	Daytime (07:00 - 23:00)	Night-time (23:00 - 07:00)
Resting	Living rooms	35dB	-
Dining	Dining room/area	40dB	-
Sleeping (daytime resting)	Bedroom	35dB	30dB
	Outdoor amenity spaces	55dB	

6.8.13 Any new development should take account of the Hounslow Noise Supplementary Planning Document.

Air Pollution

6.8.14 As stated in **Local Plan Policy EQ4** “Air quality”, the Council expects the applicant/developer to carry out air quality assessments considering the potential impacts of air pollution from the development on the Site and ensuring that the development does not exacerbate existing air pollution. The development should be ‘air quality neutral’.

6.8.15 The applicant/ developer should ensure the development is compliant with the Sustainable Design and Construction Supplementary Planning Guidance which contains benchmarks for air quality neutral developments (Section 4.3, Appendices 5,6,7).

6.8.16 The Council’s **Air Quality Supplementary Planning Document** sets out the information required for air quality assessments and further guidance on air quality consideration.

Construction

6.8.17 Construction activity within the development area will inevitably span over many years and unless controlled could give rise to adverse environmental effects such as noise, air quality and problems on the local highway network. Those potentially affected could include residents, businesses and visitors as well as people living in close proximity to the Site. In order to minimise such impacts, it is essential that a co-ordinated approach is taken to construction activities as well as utility installations. The Council recommend the applicant/ developer to submit a **Construction and Environmental Management Plan (CEMP)** prior to any demolition/construction activities

6.8.18 Any redevelopment of the Site will require a **site waste management plan (SWMP)** to be submitted as part of any planning application. In the case of the demolition of buildings within the development area, the Council will be seeking the re-use as much as possible of the reusable materials in the new development. Contractors should be trained in the identification of materials and particular care given to the proper classification of materials and the use of the appropriate contractors/hauler for hazardous materials. Close attention should be paid to the ‘duty of care’ and recording of waste movements whether this is via the conventional system of waste transfer notes or the consignment note system for hazardous wastes.

Waste

6.8.19 The applicant/ developer is required to develop a Waste Management Strategy for the development looking at the materials produced from the residents through to the collection. The applicant/ developer should engage with the Council on the materials collected and receptacles. Provision should be made within residential proposals for the separate collection and storage of dry recyclables, as the separation of recycling streams will become more common in the future.

Water Efficiency

6.8.20 The London Borough of Hounslow, which is located within the Thames Water's supply area, has been classified by the Environment Agency as being in an area of 'Serious' Water Stress. 'Serious' water stress is identified as an area where the current or future demand for household water is, or is likely to be, a high proportion of the effective rainfall which is available to meet that demand. The availability of surface water in this area is restricted as detailed in within the London Abstraction Licensing Strategy. Therefore, there is a need to efficiently use water resources, particularly as the population is growing and there are increased impacts from climate change on water resource availability and reliability.

Water Framework Directive

6.8.21 The Site is situated in close proximity to the River Crane, approximately 730m at the closest point. This water body (ID: GB806100109) has been assessed under the Water Framework Directive (WFD) as 'Moderate' (Thames River Basin Management Plan 2015-2021). The WFD requires the UK to prevent deterioration of the status of surface water bodies and groundwater bodies and, through the River Basin Management Plan, identifies the actions and measures needed to prevent deterioration and to improve the status of all water bodies. Consequently, it is essential that any proposed development does not cause deterioration.

Biodiversity

6.8.22 The Site is close to Hounslow Heath and Crane Corridors which are sites of Importance for nature Conservation (SINC).

6.8.23 The applicant/developer should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraph 175 of the **NPPF** and **London Plan Policy 7.19** "Biodiversity and access to nature".

6.8.24 In accordance with **London Plan Policy 7.19**, development proposals should prioritise assisting in achieving targets in Hounslow's Biodiversity Action Plan (BAP) and facilitate a net increase in biodiversity.

6.8.25 The applicant/ developer is encouraged to build in biodiversity measures into the design of development in line with **Local Plan Policy GB7** "Biodiversity" where development should contribute to the greening of the borough, by incorporating green roofs and walls, landscaping, tree planting and other measures to promote biodiversity such as bat and bird boxes, through the preparation of ecological plans and strategies developments are proposed. The Council will follow the mitigation hierarchy as set out in **paragraph 174 of the NPPF** and firstly consider what existing environmental features on and around the Site can be retained or enhanced or what new features could be incorporated into the development proposal. Where on-site measures are not possible, the Council considers off-site measures, including sites for biodiversity offsetting.

6.8.26 The benefits provided by nature conservation features to local residents and people working in the area are wide ranging. They include mitigating the

damaging effects of air pollution and climate change, as well as aesthetic and benefits. For example, installing green roofs helps reduce summer temperatures in urban areas, slows storm water runoff and can lower energy consumption. It is required that appropriate ecological surveys are submitted as part of any planning application to establish the presence of any protected species.

6.8.27 All details of how retained trees will be protected during construction works should be provided in any planning application.

6.9 Public Utility Services

6.9.1 Public utility services providing energy, drinking water, sewerage discharge, drainage and communications are fundamental to new development. It should take account of existing capacity, planned investment and any supply constraints that the development will not cause overloading of any system of public service provision and ensure that visual amenities are not adversely affected by utility installations. The applicant/ developer should ensure that suitable arrangements for public utilities are in place.

6.9.2 The applicant/ developer should consider sewage network capacity and begin discussions early with the relevant water company. Any new buildings must be appropriately connected to the sewer network to ensure no issues arise through misconnections, discharging sewage into watercourses.

6.9.3 A future proof site-wide network of pipes, cables and fibre optics is encouraged where spare capacity is designed in from the start to avoid digging up pavements and close roads for infrastructure upgrades.

Connection

6.9.4 Digital technology is changing fast, providing the latest internet connectivity in new homes as well as the business/ community space will help support both home working trends as well as meeting the needs of micro and small enterprises.

6.9.5 **Policy SI6** “Digital connectivity infrastructure” in the **draft New London Plan** requires development proposals to ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users and meet expected demand for mobile connectivity generated by the development.

7. CONCEPT PLAN

- 7.1 The concept plan, based on the discussion between the Council and the MOD, provides some basic design principles that could shape proposals for the Site. The Plan is illustrative and does not necessarily indicate the scale, location and form of future development.
- 7.2 In line with the site allocation for the Cavalry Barracks, the concept plan shows the opportunity to provide approximately 1,000 residential units consisting of 1, 2, 3 and 4-bedroom units.
- 7.3 In seeking to enhance the urban design quality of the Barracks, the statutory listed buildings will form the core of the new development. Any proposal put forward by a developer to keep, demolish or relocate the locally listed and unlisted buildings on the Site can only be determined on a building-by-building basis where assessment should include:
1. That they are economically feasible to convert and refurbish
 2. That they will not prejudice the proper planning of the Site
 3. That they present a suitable and appropriate setting for the listed buildings.
 4. They reveal or enhance the significance of the conservation area

Figure 7.3 Protected Buildings on the Site



7.4 The Chapel (Building 100) is currently located behind the Mess and in its current location it would restrict the opportunity to introduce a new housing block overlooking Beaversfield Park. Subject to further assessment and the compliance of Local Plan Policy CC4, the building may be suitable for relocation on-site.

Figures 7.4A and B The Chapel (Building 100), a locally listed building



Figure 7.5 The Concept Layout Plan with Indicatives Heights for Cavalry Barracks



7.5 The status of the locally listed buildings may change after this planning brief is adopted. Historic England have indicated they may wish to statutory list some the locally listed buildings, including Buildings 11, 20, 37 and 100. (See Figure 7,3) Whilst some locally listed and positively contributor buildings to the

conservation area are not shown in Figure 7.5, there is a presumption for their retention and reuse in detailed planning proposal. Any proposals to alter or extend a listed building will be subject to listed building consent. Any planning applications likely to affect the significance of a listed building or the conservation area will need to be accompanied by a significance assessment and a heritage impact assessment.

7.6 Proposals for the area are:

- 1.) New housing - Various scenarios were capacity tested and an indicative draft spatial diagram has been developed that indicates a level of development, quantum and form that is considered appropriate within the historic context of the Site's location and surrounding buildings. The results of the capacity assessment have been used to propose appropriate indicative heights and massing of buildings, together with a possible mix of uses including community facilities. The resulting quantum of development should be in the region of 1,000 units subject to improving accessibility through Beaversfield Park and respecting the setting of the existing listed buildings, character and appearance of the conservation area, as well as the normal development, design and planning processes.
- 2.) Placemaking - There should be a clear hierarchy of circulation routes and open spaces within the development responding to the different scales of development. The intention should be to create a sense of distinctiveness. The development should apply the principles of Active Design. A high-quality public realm, including a series of social spaces at the heart of the development area. The importance of creating social spaces for people to meet, sit, socialise and exercise, cannot be underestimated.
- 3.) Historic identity - The form of new neighbourhood and in-fill development should enhance the character and appearance of the conservation area and not detract from the significance of the listed buildings (both statutory and locally) or their setting. This can be achieved by sensitive in-filling and the creation of a series of streets and squares.
- 4.) Open and Active Green Spaces - The retention of the historic Parade Ground should be at the heart of the Cavalry Barracks redevelopment. Key views from the Beavers Lane entrance should be retained. The formal arrangement of listed buildings particularly, the Mess around the parade ground forms the heart of the central green space. Subsidiary open spaces need to be included in the layout to provide similar settings for other listed buildings elsewhere on the Site helping form a hierarchy of open spaces across the Site. There is a potential opportunity to introduce access points between Beaversfield Park and the Site, providing new access and views towards the Park and broadening the use and access of this open space to the community at large. The loss of any sports provision would be mitigated by replacement facilities that would be in use prior to any loss. The replacement(s) must be identified and demonstrably deliverable during the application process. If the concept plan is applied, the replacement provision of playing field would be off site.

- 5.) Enhanced Connectivity - Consolidation and strengthening of connections to the bus stops, local facilities, Hounslow Heath and Hounslow West Neighbourhood Centre that there is a key opportunity for creating an access to connect Hounslow Heath in the south and Hounslow West Underground Station to the north via Beaversfield Park. All restricted access is to be removed, providing free access through the Site and improving connectivity to the wider community.
- 6.) Promotion of Sustainable Modes of Travel - Improved cycle and pedestrian access – both to and within the development area. Any new accesses on Beavers Lane may require the relocation of the bus stops and/or other highway works.
- 7.) A Well-Designed Neighbourhood - The heights of buildings proposed within the development will need to take account of the relationship with adjoining buildings, the topography of the area and the setting of the listed buildings and conservation area. This could allow for a variation in the height of elements of future development. The higher density residential areas could create a central heart to the development with taller elements up to 5 storeys unless justified by exceptional design rationale. The highest buildings will need to be situated deeper inside the site boundary to minimise the impact on historic buildings and the existing residential properties surrounding the Site.
- 8.) Community Cohesion – the proposed new neighbourhood should include the provision of new community/ employment space on site for the benefit of the wider community e.g. gym, cafes, nursery space, start-up space, permanent historical exhibition or a military themed café/ restaurant.

8 IMPLEMENTATION AND PLANNING APPLICATION REQUIREMENTS

8.1 Community Infrastructure Levy (CIL)

- 8.1.1 Hounslow's CIL charging rate for residential development has been set at £70 per m². It applies to the 'net additional floorspace' of new development which is delivering 100m² or more of gross internal floorspace or the creation of one additional dwelling. Where floorspace in an existing building has been in lawful use for a continuous period of six months in the past three years, it can now be discounted from CIL liability.
 - Retail: £155 per m² (where the additional gross retail space is over 280 m²)
 - Healthcare, education and emergency service facilities: nil
 - All other uses: £20 per m² (nominal rate)
- 8.1.2 Hounslow's CIL rate is currently being reviewed and a viability assessment being carried out to ensure that rates are reflective of current building costs and land values. CIL rates on the Site will be charged in accordance with the most up-to-date CIL charging schedule.
- 8.1.3 In addition to Hounslow's CIL, the Mayoral CIL applies to all chargeable development in the Borough. Currently a flat rate of £60 per m² applies.

8.1.4 Mandatory relief from both Hounslow and Mayoral CIL is also available if the chargeable development is to comprise of qualifying affordable housing (in whole or in part), the affordable housing element is eligible for relief from liability to pay CIL subject to conditions.

8.2 S106 Requirements

8.2.1 In considering planning obligations, the Council will consider the range of benefits the Cavalry Barracks development provides. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition in accordance with **paragraphs 54 and 57 of the NPPF**.

8.2.2 S106 requirements will be considered initially at pre-application stage. In accordance with **Paragraph 56 of the NPPF** and Community Infrastructure Levy Regulations 122, planning obligations should only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

8.2.3 Requirements will however include the securing of affordable housing, site-specific highways works, transport network, public realm improvement works, securing and management of open spaces, construction training, off-site playing field provision, infrastructure to improve the 24/7 security of Beaversfield Park (the park should have appropriate lighting around the exits / entrances. Footways should have wayfinding lighting to set out clear walking routes.) new access and associated security and safety measures between Beaversfield Park and the Site., on-site permanent exhibition to commemorate the military heritage of the Site, carbon off-set projects, the restoration of the Heritage at Risk Grade II listed Keep and other heritage related benefits.

8.2.4 As the Site predominantly has Public Transport Accessibility Level (PTAL) of 1-2, there is likely to be a particular need for planning obligations to provide for sustainable transport solutions such as improvements to local buses to improve the PTAL and potentially allow for increased density.

8.3 Masterplan and phasing

8.3.1 Any applicant/ developer should take a masterplan approach to the Site's development potential to ensure a comprehensive development is achieved that 'knitted' the Site into the fabric of the Town Centre and the green infrastructure.

8.3.2 Understandably there will likely be a phased approach to development of the Site given its size. It is envisaged that the proposed development of the Site will have a build-out period of at least 5 years. The delivery of non-residential floorspace, landscaping, playing areas will therefore need to be considered in relation to the delivery of residential use, as part of a phasing plan. This will help ensure that community needs are met with the provision of necessary infrastructure.

8.3.3 The implications of the Site being delivered over a number of years mean that phasing of the scheme will be an important consideration to ensure that the impacts of construction activities over a sustained period of time do not negatively impact on the settled residents. Phasing is also critical to delivering wider neighbourhood and community benefits like cross site connectivity and site infrastructure provision such as utilities.

8.3.4 All retained buildings to be developed or converted in the later phases should be cared for to avoid unnecessary decay. The “Vacant Historic Buildings’ guidance note should be referred to.

8.4 Planning Conditions

8.4.1 Planning conditions are likely to form a component of any consent for the development of this Site. These will include but are unlikely to be limited to details of materials, landscaping, Construction Management Plan or to secure elements of the permission such as cycle stores or parking layouts. Details of what will likely be reserved by condition can form part of any formal pre-application submissions.

8.5 Planning Performance Agreement

8.5.1 The Council welcomes and encourages discussions in relation to development proposals regarding the Cavalry Barracks site prior to the formal submission of a planning application. In order to expedite the planning process and provide better certainty on outcomes, any applicant/ developer will be encouraged to enter into a Planning Performance Agreement (PPA) which assists the Council and applicants to agree timescales, actions and resources to guide development proposals through the planning process. More information on the PPA process and associated fees can be found at <http://www.hounslow.gov.uk/planningperformanceagreements>.

8.6 Planning Documents

- Application for full planning permission to develop the Site
- Application for listed building consent
- If work is to be carried out to any of the trees within the Site including felling, then a notification to fell or lop a tree in a Conservation Area” must be served on the local authority.
- Within any planning application, the Council would expect to see, as a minimum, the following documents to ensure timely validation:
 - All plans, drawings, images including existing and proposed
 - Agronomy assessment
 - Air quality assessment
 - Arboricultural report, including tree survey
 - Archaeological assessment
 - Construction management plan
 - CIL declaration form
 - Daylight/Sunlight assessment

- Design & access statement
- Drainage assessment form – this is available on the Council’s website
- Ecological report
- Energy statement
- Flood risk assessment
- Heritage Impact Assessment
- Land contamination assessment
- Landscape design proposals
- Landscaping plans
- Lighting assessment – only if the proposal involves floodlighting
- Listed building appraisal
- Noise impact assessment
- Planning statement
- Proposed planning obligation(s)/ draft heads of terms
- Statement of community involvement
- Townscape and visual analysis of the site
- Transport assessment and travel plan
- Viability assessment
- Waste management strategy and site waste management plan

9 WIDER INFRASTRUCTURE TO BE FUNDED BY CIL

- 9.1 In recognition of the cumulative impact of the amount of residential and economic development proposed in Hounslow West, possible infrastructure projects in Hounslow West can be funded by CIL.
- 9.2 Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010.
- 9.3 Hounslow Community Infrastructure Levy Regulation 123 List adopted in July 2015 identifies infrastructure projects and types of infrastructure which are eligible to be funded in whole or part through the Community Infrastructure Levy:
- The order of the list does not imply any preference or priority:
 - Strategic Public spaces*
 - Heritage assets*
 - Strategic Green and blue infrastructure (including open space, play space and flood risk mitigation, excluding riverside walkways) *. CIL funding will be sought to develop the Improvements to Beaverfield Park as identified in the Beaverfield Park masterplan
 - Education facilities
 - Health facilities
 - Leisure and cultural facilities
 - Community halls
 - Energy efficiency measures (including carbon off-setting)
 - Strategic Air and noise quality mitigation*
 - Strategic Transport and connectivity (excluding site specific highways and associated public realm matters needed to make a site acceptable in planning terms, as well as off-site work as identified in a transport

assessment and bus route agreements) *
 *Excluding site-specific mitigation measures needed to make a development acceptable in planning terms

Figure 9.3 Beaverfield Park concept masterplan



10 CONTACT

Joyce Ip
 Senior Regeneration Officer
 Housing, Planning and Communities
 Tel: 020 8583 4237
 Email: joyce.ip@hounslow.gov.uk

APPENDICES

Appendix 1: Relevant GLA and Hounslow Supplementary Planning Guidance, Supporting Documents and Other National Guidance

GLA/ TfL

- Draft London Plan – Consolidated Suggested Changes Version, July 2019
- London Plan, 2016
- Affordable Housing & Viability Supplementary Planning Guidance, August 2017
- Practice note on the threshold approach to affordable housing on public land, July 2018
- Housing, March 2016
- Social Infrastructure, May 2015
- Healthy Streets for London, February 2017
- Accessible London: Achieving an Inclusive Environment, October 2014
- The control of dust and emissions during construction and demolition, July 2014
- Town Centres, July 2014
- Character and Context, June 2014
- London Planning Statement, May 2014
- Sustainable Design and Construction, April 2014
- Play and Informal Recreation, September 2012
- All London Green Grid, March 2012
- Planning for Equality and Diversity in London, October 2007
- Practice note on the on threshold approach to affordable housing on public land, July 2018
- Good Growth by Design, July 2017
- London Cycling Design Standards, 2014
- Vision Zero action plan, Taking forward the Mayor's Transport Strategy, July 2018, TfL
- Small Change, Big Impact - A practical guide to changing London's public spaces, November 2017, TfL

LB Hounslow

- Air quality Supplementary Document, March 2008
- Urban Context and Character Study – Hounslow West, August 2014
- Cavalry Barracks Conservation Area Appraisal, November 2018
- Hounslow Local Plan, September 2015
- Hounslow Regeneration and Economic Development Strategy 2016-20, May 2016
- Planning obligations and CIL SPD, November 2015
- Hounslow Biodiversity Action Plan, June 2011

- Draft West of Borough Plan Local Plan Review, July 2019
- Hounslow Playing Pitch Strategy 2017-2030, October 2016
- Development Control for Noise Generating and Noise Sensitive Development Supplementary Planning Document, July 2014

Other National Guidance

- Revised National Planning Policy Framework, February 2019, Ministry of Housing, Communities & Local Government
- A Sporting Future for the Playing Fields of England, Sport England
- Playing Fields Policy and Guidance, March 2018, Sport England
- Active Design, October 2015, Sport England and Public Health England
- Facilities Costs Second Quarter 2018 (please refer the latest guidance), Sport England
- London Abstraction Licensing Strategy, March 2013, Environment Agency
- Good Practice Advice Note 3: The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning (Second Edition), December 2017, Historic England
- Good Practice Advice Note 2: Managing Significance in Decision-Taking in the Historic Environment, March 2015, Historic England Vacant Historic Buildings, March 2018, Historic England
- Stopping the Rot, April 2016, Historic England
- The strategic road network, Planning for the future. A guide to working with Highways England on planning matters, September 2015, Highways England

Appendix 2: Relevant National, Regional and Local Planning Policy Matrix

Planning issue	National Planning Policy Framework (NPPF)	London Plan Policy (2016)	New Draft London Plan Policy (2019)	Local Plan Policy
Housing Delivery	Paragraph 61 - Delivering a wide choice of high quality homes	3.3 Increasing Housing Supply 3.4 Optimising Housing Potential 3.5 Quality and Design of Housing Developments 3.6 Children and young people’s play and informal recreation 3.7 Large residential developments 3.8: Housing Choice 3.11 Affordable housing targets 3.12 Negotiating affordable housing on individual private land	H1 Increasing housing supply H5 Delivering affordable housing H6 Threshold approach to applications H9 Vacant building credit	SC1 Housing Growth SC2 Maximising the provision of affordable housing states: SC4 Scale and density of new housing development SC5 Ensuring suitable internal and external space SC8 Specialist and Supported Housing
Listed building, Conservation Area, Heritage and Culture	Section 16 “Conserving and Enhancing the Historic Environment”, Paragraph 189, 190, 191, 192, 194, 195 196, 197-199)	7.8 Heritage assets and archaeology 7.9 Heritage led regeneration	HC1 Heritage conservation and growth HC5 Supporting London’s culture and creative industries	CC4 Heritage
Design – Density, Scale, Bulk, Massing, Public Realm	Para 91 - to achieve healthy, inclusive and safe places Section 12 “Achieving well-designed place – paragraphs 124 - 132 Paragraph 122- Achieving appropriate densities	3.5 Quality and Design of Housing Developments 7.4 Local Character 7.6 Architecture	GG1 Building strong and inclusive communities GG2 Making the best use of land GG4 Delivering the homes Londoners need SD1 Opportunity Areas	CC1 Context and Character CC2 Urban Design and Architecture SC4 Scale and Density of New Housing Development

Planning issue	National Planning Policy Framework (NPPF)	London Plan Policy (2016)	New Draft London Plan Policy (2019)	Local Plan Policy
			D1 London's form, character and capacity for growth D2 Delivering good design D3 Inclusive design D4 Housing quality and standards D5 Accessible housing D7 Public realm D10 Safety, security and resilience to emergency D11 Fire safety	SC5 Ensuring Suitable Internal and External Space
Transportation	Paragraphs 102, 103, 104 - Protecting Sustainable Transport Paragraph 108, 109, 110, 111 - Considering development proposals	6.9 Cycling	T2 Healthy Streets T4 Assessing and mitigating transport impacts T5 Cycling T6 Car parking T7 Deliveries, servicing and construction D12 Agent of Change	EC1 Strategic transport connections EC2 Developing a sustainable local transport network
Open Space, Play Space and Landscaping	Paragraph 97 – protecting existing open space, sports and recreational buildings and land, including playing fields Paragraph 170 - Conserving and enhancing the natural environment	3.6 Children and young people's play and informal 3.19 Sports facilities	S4 Play and informal recreation S5 Sports and recreation facilities G4 Open space	GB2 Open space
Community Uses	Section 8 - Promoting healthy and safe Communities Paragraphs 91, 92, 93	3.16 Protection and enhancement of social infrastructure 3.17 Health and social care	S2 Health and social care facilities S3 Education and childcare facilities	C11 Providing and protecting community facilities C12 Education and

Planning issue	National Planning Policy Framework (NPPF)	London Plan Policy (2016)	New Draft London Plan Policy (2019)	Local Plan Policy
		facilities 3.18 Education facilities 3.19 Sports facilities		school places CI3 Health facilities and healthy places CI4 Culture and leisure facilities
Environmental Quality	Paragraph 170 - Conserving and enhancing the natural environment Paragraphs 150, 153- Planning for climate change Paragraph 158 – Flooding Paragraph 174 - to protect and enhance biodiversity and geodiversity	5.2 Minimising carbon dioxide emissions 5.3 Sustainable design and construction 5.6 Decentralised energy in development proposals 5.13 Sustainable drainage 7.19 Biodiversity	Policy G7 Trees and woodlands Policy SI1 Improving air quality Policy SI2 Minimising greenhouse gas emissions Policy SI3 Energy infrastructure Policy SI5 Water infrastructure SI6 Digital connectivity infrastructure Policy SI7 Reducing waste and supporting the circular economy Policy SI12 Flood risk management Policy SI13 Sustainable drainage	EQ1 Energy and carbon reduction EQ2 Sustainable design and construction EQ3 Flood risk and surface water management EQ4 Air quality EQ5 Noise EQ7 Sustainable waste management EQ8 Contamination

Appendix 3: Community Engagement

The LB Hounslow Statement of Community Involvement (June 2013) states that a SPD should be made available to all stakeholders for a 4-week period. Hard copies should be available at the Civic Centre and local libraries, with the document also available online and as a public notice. SPD documents should also be distributed to the local media and relevant Area Forums. Responses should then be published on the Council website with individual respondents notified. The final SPD document should then be publicised.

A six-week public consultation on the Cavalry Barracks Planning Brief took place between Friday 18 January 2019 and Friday 1 March 2019. Consultation details were listed on the council's consultation website. An on-line questionnaire was available to enable respondents to comment on the individual sections. A public notice was published in Hounslow Chronicle on 18th January 2019. A direct email to invite comments was sent to planning statutory consultees, residents' associations, developers, registered providers, community groups, councillors, business organisations, neighbouring councils and registered providers. A consultation letter was sent to 296 properties adjacent to the Cavalry Barracks before the consultation commenced.

Prior to the production of the draft Planning Brief, there had been discussions amongst Council Officers, Historic England, MOD and GLA regarding the listed buildings, access to and from the site and draft concept plan including options regarding heights and massing. There have also been discussions with the NHS Hounslow Clinical Commissioning Group (the GP-led organisation responsible for planning and commissioning health services for the people living in Hounslow) about the potential health facilities required for the redevelopment of Cavalry Barracks. Pre-consultation discussion also took place with Sport England on the potential loss or enhancement of the existing playing fields.

Prior to the commencement of public consultation, a statement about the forthcoming planning brief consultation was read out at the Central Hounslow Area Forum on 8th November 2018. The statement was posted on the Council Area Forum website. Hounslow Youth Parliament and Hounslow Youth Forum were briefed on the forthcoming consultation exercise. On 24 January 2019, a presentation on the draft planning brief was given to the Central Area Forum.

Hard copies for reference were also available at Beavers Library, Hounslow Civic Centre and Hounslow Library. Consultation posters were displayed at The Hub, Beavers Library, Hounslow Civic Centre, Hounslow Library, local GP and dental surgeries, post office, Hounslow West Underground Station, Hounslow Heath Junior School, Hounslow Heath Infant School, St Michael's and St Martin's RC Primary School, Beavers Community Primary School, Heathlands school and local religious institutions.

The detailed comments and proposed response to comments are included in the Consultation Statement.

The consultation on the draft planning brief took place alongside with the consultation on the draft masterplan for the Beaversfield Park as the proposed access to Hounslow West Station through the park would have impact or benefits to the Beaversfield Park.