

Boyer

# Examination of London Borough of Hounslow Local Plan – Stage 2

Hearing Statement – Matter 9

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**REPORT CONTROL**

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## **APPENDICES**

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## 1. INTRODUCTION

- 1.1 This Hearing Statement ('Statement') has been prepared by Boyer on behalf of our client, Chrisfys Properties Ltd ('Chrisfys Properties') in relation to the Examination in Public ('EiP') of the Draft Hounslow Local Plan 2020-2041 – Proposed Submission Version ('Draft Plan'). This Statement sets out our clients response to the Matters, Issues and Questions identified by the Inspectors for Stage 2 Hearings.
- 1.2 In responding to this consultation, these representations make specific reference to Greenham Triangle, Bedfont Road, Feltham, TW14 8EE (the 'Site') which is allocated as Site 121 within the Draft Hounslow Local Plan. The Site is currently under the ownership of Chrisfys Properties.
- 1.3 The Site is located opposite Heathrow Logistics Park on Bedfont Road. The Site measures approximately 4.2 hectares in size and currently comprises greenfield land. The Site is located within the Green Belt. To the north is a scaffolding storage yard, to the north-east of the Site is Heathrow Logistics Park, to the south is a railway line and HMP Young Offenders Institute (Feltham) and to the west is Bedfont Lakes Country Park. The Site is free from land ownership issues.
- 1.4 Chrisfys Properties seeks to introduce a mix of uses on-site which includes the provision of flexible industrial uses (B2/B8) to support the Council's desired provision for Travelling Showpeople accommodation on the Site. Chrisfys Properties sees the commercial development as the necessary means for delivering the travelling Showpeople Plots in this location.
- 1.5 To this end, Chrisfys Properties have submitted two applications for the Site, one full application for the proposed remediation work, and the other for outline planning permission for open storage and travelling showpeople which are both currently progressing through the determination process.
- 1.6 Application P/2026/0956 was validated on 31 March 2026 with the following description of development:

*"Site clearance, land remediation works and enabling works, involving the excavation and off-site disposal of soil and the installation of a protective capping layer to enable the safe construction of travelling show people accommodation, open storage and access."*
- 1.7 Application P/2026/0955 was validated on 24 March 2026 with the following description of development:

*"Outline planning application for open storage (Use Class B8) and Travelling Showpeople (Sui Generis) with all matters reserved except access."*
- 1.8 This Statement does not seek to rehearse the documents submitted by Boyer on behalf of Chrisfys Properties as part of the Regulation 19 Stage consultation to the London Borough of Hounslow ('LBH'/'Council').

- 1.9 This Statement responds to Matter 9: Site Allocations and refers to the Statement of Common Ground Between London Borough of Hounslow and Chrisfys Properties Ltd which is included at **Appendix 1**.

## **2. RESPONSE TO MATTER 9: SITE ALLOCATIONS**

### **Question 1: Are the proposed site allocations appropriate and justified in the light of potential constraints, infrastructure requirements and adverse impacts?**

- 2.1 Aside from its Green Belt designation and existing ground conditions, the land included within Site Allocation 121 – Land South of Bedfont Road is relatively unconstrained in policy terms. As such, it is considered an appropriate site to meet the identified needs of the borough.
- 2.2 There is a significant demand for Travelling Showpeople plots in Hounslow and specifically within the West of the borough, where the proposed allocation is located. The case for the allocation of the land for Travelling Showpeople is underpinned by the support for Travelling Showpeople accommodation at a national, regional, and local scale. The Site Allocation is therefore justified in this instance.
- 2.3 The Site Allocation acknowledges enabling development will be required on the surrounding Greenham Triangle Site, in order for the necessary groundworks to be undertaken, and the infrastructure requirements to be delivered, appropriately recognising the constraints presented.

### **Question 2: Is there any risk that any infrastructure requirements, site conditions and/or constraints might prevent or delay development or adversely affect viability and delivery of any of the site allocations?**

- 2.4 The primary constraint relates to the Site's ground conditions, which are uneven owing to its historic use for mineral extraction and subsequent landscaping works. Consequently, any development on the Site requires significant and costly groundworks, including hardstanding, drainage, utilities including water and power. As identified within the Statement of Common Ground (SoCG), these works are extensive and fundamental to making the Site deliverable, presenting a viability challenge.
- 2.5 The Site Requirements of the Site Allocation acknowledge that enabling development on the remainder of the Site is necessary to fund these works and ensure viable delivery of the Travelling Showpeople plots. The policy, however, stipulates that due to the Site's location within the Green Belt, the enabling development would need to demonstrate Very Special Circumstances ('VSC') for development within the Green Belt. As per paragraph 4.7.5 of the SOCG, The Council and Chrisfys Properties agree that the reference for the enabling development to demonstrate VSC should be removed and replaced with wording that states the enabling development would need to be in compliance with paragraphs 153-156 of the NPPF (2024 version) to justify the development in the Green Belt, outside of the proposed site allocation boundary.
- 2.6 It would be inappropriate for the allocation to assume that the "very special circumstances" test would apply given Chrisfys Properties' position that the Site constitutes Grey Belt land, thus resulting in the proposed development being appropriate under the NPPF.

**Question 3: Are the proposed site allocation boundaries justified and effective?**

- 2.7 Insofar as the Allocation relates to Travelling Showpeople plots, the proposed Site Allocation boundaries for Site Allocation 121 – Land South of Bedfont Road are justified and effective.
- 2.8 The LBH Employment Land Review acknowledges there is a borough wide unmet need of 260,985sqm of industrial floorspace taking into account planned supply; and 255,598sqm of logistics floorspace required in the west of the borough alone.
- 2.9 The Council acknowledges that the use of Green Belt land is imperative to meet this employment land need, and as documented in the SoCG, the Council has accepted that the Site could accommodate industrial uses such as open storage or warehousing.
- 2.10 In view of this, a justified and effective boundary would capitalise on the Site's proximity to Heathrow Airport (approximately 3 miles), the strategic road network (M25) and central London to provide for this identified need as enabling development to bring forward the Travelling Showpeople accommodation. The remainder of the Site, if included within the allocation, could accommodate approximately 3.2ha of flexible industrial uses to contribute towards the identified need.

**Question 4: Are the assumptions regarding the capacity of the sites in terms of density of development and net developable areas justified and what are these based on?**

- 2.11 As confirmed within the SoGC, Chrisfys Properties agree that the Site is suitable to deliver up to 12 plots. The Allocation is informed by the Gypsy Traveller and Travelling Showpeople Accommodation (GTTSA) Addendum Assessment (July 2024) which identifies the Site (Ref – GTTS5) as being appropriate for the delivery of 12 Travelling Showpeople site plots.

**Question 5: Are the expected timescales for development in terms of lead in times and annual delivery rates for each site allocation, realistic and supported by evidence?**

- 2.12 The Site Allocation includes an indicative phasing of between 2025-2030. As confirmed in the SoGC, the Site is free from land ownership issues that could impede the Site's availability, and therefore the Site could come forward in the short to medium term, thus enabling the delivery of much needed Travelling Showpeople accommodation and enabling industrial development.

**Question 6: Does the Plan sufficiently make clear the infrastructure requirements for each of the allocated sites, together with the timing of and dependencies upon such infrastructure for their delivery?**

- 2.13 In respect of Site Allocation 121 – Land South of Bedfont Road, the Site requirements are sufficiently clear that the Site will need to be levelled to ensure it is suitable for accommodating Travelling Showpeople plots. It is also clear that suitable utilities and waste connectivity will need to be provided to ensure the Site is habitable.

**Question 7: Are the proposed allocations and the associated development requirements identified in Chapter 12 of the Plan - justified, effective, consistent with national policy and in general conformity with the London Plan?**

- 2.14 At a national level, Paragraph 60 of the NPPF states that the needs of specific housing requirements should be addressed, with the overall aim being to meet as much of an area's identified need as possible. Similarly, Policy H (Determining Planning Applications for Traveller Sites) of the Planning Policy Guidance for Traveller Sites (2015) notes that local authorities should consider the existing level of local provision and the lack of available accommodation. Policy F (Mixed Planning Use Traveller Sites) of this document also supports the provision of Travelling Showpeople accommodation alongside other uses where appropriate.
- 2.15 At a regional level, the GLA is in the process of preparing a Gypsy and Traveller Accommodation Needs Assessment (GTNA), as per London Plan Policy H14 (Gypsy and Traveller Accommodation). This document seeks to provide an up-to-date and consistent evidence base and was commissioned in December 2021.
- 2.16 The Mayor's reasoning for commissioning the GTNA, outlined within the 'Request for Mayoral Decision – MD2909' affirms the pressing need for such accommodation. Paragraph 1.2 notes that the Traveller communities are experiencing high levels of overcrowding given a long-standing shortage of suitable accommodation.
- 2.17 At a local level, the Gypsies & Travellers, and Travelling Showpeople Housing Stage 1 Hearings Note (February 206) identifies a total Plan period need for 15 plots.
- 2.18 In view of the above, Chrisfys Properties agree that the proposed allocation for Travelling Showpeople Accommodation is justified, effective and consistent with policy in seeking to secure up to 12 Travelling Showpeople plots.
- 2.19 The associated Site Requirements make clear that enabling development is required to ensure the viable delivery of these plots, and that such development should be for a demonstrated need that is suitable to be delivered at the Site, this may include, B8 industrial storage and distribution uses. However, in requiring these enabling uses to demonstrate VSC to justify the development within the Green Belt, outside the allocation boundary, is not considered to be effective drafting of the allocation as set out in responses to questions 2 and 9, nor would it be consistent with national policy in respect of the introduction of Grey Belt through paragraph 155 of the NPPF.

**Question 8: Are any modifications required to ensure that the individual site allocations and/or their development requirements identified in Chapter 12 of the Plan are accurate and sound?**

- 2.20 As currently drafted, Chrisfys Properties consider there are modifications which should be made to ensure that the allocation is sound. As outlined above in the response to question 2, the need for the enabling development to demonstrate VSC represents a risk to the delivery of the whole allocation.

- 2.21 Work to date has identified that it is unlikely that the Bedfont Road Site could be brought forward without expensive preparatory groundwork which would extend to at least part of the wider Greenham Triangle. Subject to other criteria being met, the need to deliver the Bedfont Road Site (having regard to the costs of necessary ground works) should, in itself, amount to Very Special Circumstances justifying the development on the balance of the Greenham Triangle Site. A modification should therefore be made to make this explicit within the text that the test of Very Special Circumstances even if it were to apply) is met in this way.
- 2.22 Furthermore, Chrisfys Properties consider the allocation should take account the material changes to national policy since the allocation was drafted. This includes the introduction of Grey Belt, which applies to the Site due to its limited contribution to the purposes of the Green Belt.
- 2.23 It is also necessary to consider the amendments to the NPPF since the allocation was drafted. The NPPF (2024) introduced additional circumstances where development may not be considered inappropriate in the Green Belt. A modification is therefore required to align with the NPPF.
- 2.24 As set out in the SoCG, the requirement for the enabling to demonstrate VSC should be removed. This would be replaced by wording that states the enabling development would need to be in compliance with paragraphs 153-156 of the NPPF to justify the development within the Green Belt, outside of the proposed site allocation boundary inset.

**Question 10: Is Policy IMP2 insofar as it seeks to support delivery of the site allocations - positively prepared, justified, effective, consistent with national policy and in general conformity with the London Plan 2021?**

- 2.25 Policy IMP2 sets out measures to ensure the continued contribution of Site Allocations to the delivery of sustainable growth and supporting infrastructure, including through supporting in principle, proposals that accord with the identified site allocation and proposed use of the site.
- 2.26 It also sets out that the Council will ensure any barrier to the successful and timely regeneration of their opportunity areas and town centres can be appropriately addressed. Chrisfys Properties Ltd suggests that this aim of overcoming barriers to the delivery of site allocations could be more positively worded such that is applicable across the borough and not limited to opportunity areas and town centres.

### **3. SUMMARY AND CONCLUSIONS**

- 3.1 Chrisfys Properties support the proposed Allocation of the Site, as per Site Allocation 121 (SA121) (Land South of Bedford Road), for the 12 new plots for Travelling Showpeople.
- 3.2 The delivery of the Site Allocation is underpinned by an enabling development on the remainder of the Site. In this instance, the enabling development will comprise flexible industrial uses (B2/B8), as such uses would be required to ensure the viable delivery of the Travelling Showpeople accommodation.
- 3.3 Whilst SA121 requires the enabling development to Very Special Circumstances (VSC) to justify development within the Green Belt, Chrisfys Properties consider that both the provision of Travelling Showpeople Accommodation and much needed enabling employment floorspace, and the extensive and costly ground works to facilitate both comprise VSC in this instance (were VSC required to be shown).
- 3.4 A modification to Site Allocation 121 – Land South of Bedford Road is required, that replaces the requirement for the enabling development to demonstrate VSC and instead, and more accurately, requiring it to be in compliance with paragraphs 153-156 of the NPPF (2024 version) to justify development within the Green Belt, outside of the proposed Site Allocation boundary inset.

## **APPENDIX 1. STATEMENT OF COMMON GROUND**



**London Borough  
of Hounslow**

**Hounslow Local Plan 2020-2041**

**Statement of Common Ground**

**Between**

**London Borough of Hounslow**

**And**

**Chrisfys Properties Ltd**

**Version no. 2**

**June 2025**

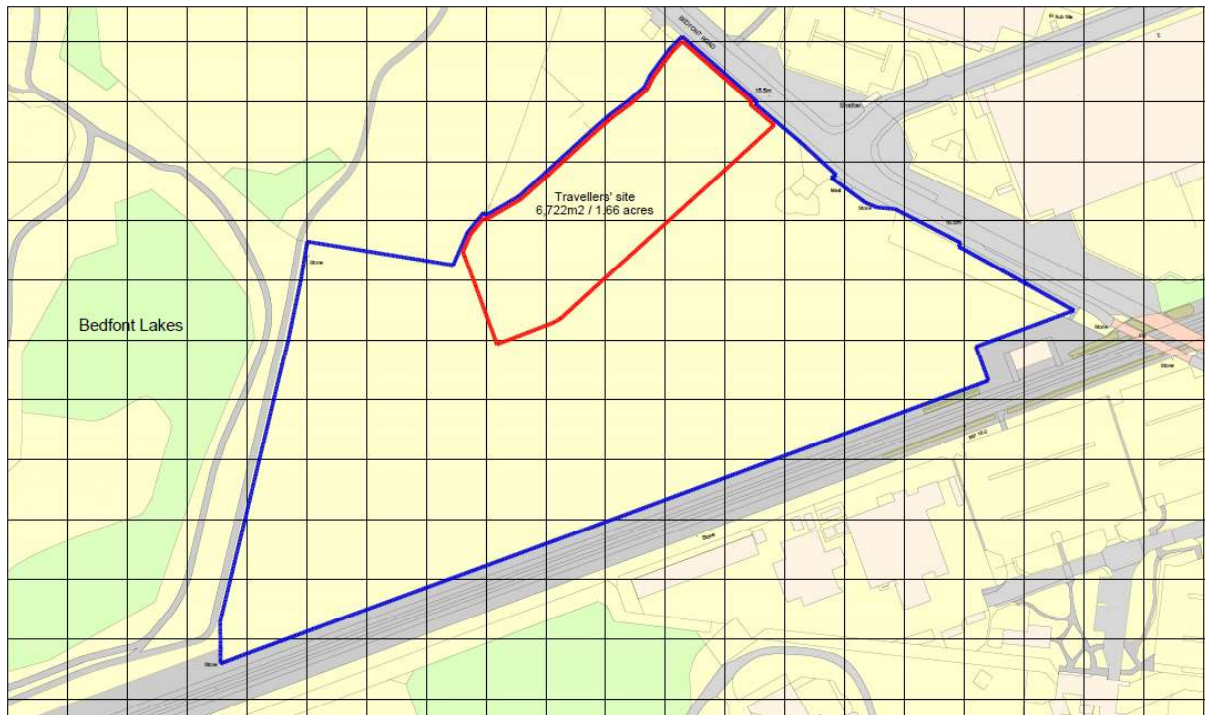
## **1. Introduction**

- 1.1. This Statement of Common Ground (SoCG) has been prepared between the London Borough of Hounslow (LBH) and Chrisfys Properties Ltd. It seeks to inform the independent examination of the proposed submission version of the Hounslow Local Plan 2020-2041 and will be submitted to the Planning Inspector alongside the local plan and other supporting documents/ahead of the hearing sessions.
- 1.2. LBH adopted their Local Plan 2015-2030 Volumes 1 & 2 in 2015. As instructed by their Inspector at that time, LBH went on to undertake a partial review of the local plan focusing on 2 key growth areas: the Great West Corridor and Heathrow (known as the 'West of Borough') opportunity areas. Following extensive consultation, LBH submitted three development plan documents (DPDs, one for each area and an update to the Vol.2 Site Allocations DPD) for examination in December 2020, with examination hearing sessions taking place in November/December 2021. Following the hearing sessions, a number of procedural issues were identified which led LBH to withdraw these DPDs and pause work on a Focused Issues Review of the Local Plan Vol.1.
- 1.3. LBH undertook a Regulation 18 consultation between 1<sup>st</sup> November and 17<sup>th</sup> December 2023 focusing on a proposal to consolidate the emerging DPDs into a single Local Plan document, and to update emerging policies in line with relevant considerations. Following this, LBH prepared updates to key evidence base documents and developed the proposed submission version of the Hounslow Local Plan 2020-2041, undertaking a Regulation 19 consultation on the draft Local Plan between 6<sup>th</sup> September and 28<sup>th</sup> October 2024. LBH intends to submit the Local Plan to the Secretary of State in June 2025, for independent examination in public.
- 1.4. Chrisfys Properties Ltd own the Site (as shown in Figure 1) in question and have been involved with the Site for several years. They were responsible for the gravel extraction and subsequent landscaping following a plan agreed with LBH. Chrisfys Properties Ltd were also involved in obtaining planning consent for the Heathrow Logistics Park opposite the site and the design of the parklands to the east.
- 1.5. The SoCG sets out both parties' agreed positions in relation to the site shown in section 3 of this Statement (Land South of Bedfont Road) and as set out in Chrisfys Properties Ltd. Regulation 19 representation and subsequent correspondence.

## **2. Background**

- 2.1. LBH and Chrisfys Properties Ltd have engaged with one another to discuss Land South of Bedfont Road during the preparation of the draft Hounslow Local Plan 2020-2041.
- 2.2. LBH and Chrisfys Properties Ltd have attended two Initial Policy meetings to discuss Land South of Bedfont Road. Chrisfys Properties Ltd has also engaged with LBH by responding to both the Regulation 18 consultation and the Regulation 19 consultation on the emerging Hounslow Local Plan 2020-2041.

### 3. Strategic Geography



*Figure 1: Map of strategic geography*

3.1. The map above (Figure 1) describes the strategic geography considered for cooperation on strategic matters as part of this Statement of Common Ground. The map shows the entire Site owned by Chrisfys Properties outlined in blue with the proposed site allocation outlined in red line boundary (121 – Land South of Bedford Road). The blue line represents the land where it is intended that an application will be submitted for enabling development land.

#### **Site Location**

- 3.2. The Site measures 4.2ha in total, comprises greenfield land that was previously a gravel extraction pit.
- 3.3. To the north-east of the Site is Heathrow Logistics Park, to the south is a railway line and HMP Young Offenders Institute (Feltham) and to the west is Bedford Lakes Country Park.
- 3.4. The published Hounslow Green Belt Stage 1 review refers to Bedford Road as a clear boundary to development and recommends that land to the east of the road be considered further within Stage 2 of the report. The western area, including the Site was discounted and not considered further in Stage 2.
- 3.5. The Site benefits from access onto Bedford Road, which is well connected to a wider network of strategic routes. The Site is located 0.6 miles from the A30 which provides access to the M25 and the M3 thereafter.

### **Planning Designations**

- 3.6. The Site is located within the Green Belt and was assessed as part of the Green Belt Review Stage 1 (2015). The Site was discounted as an area to be removed from the Green Belt for the following reason:

*“Although this general area, as a whole, has strong linkages with the wider Green belt, there is significant severance between the areas to the east and west of Bedfont Road, as well as a significant difference in character. Assessed in isolation, the small-scale sub area east of Bedfont Road does not prevent sprawl or make a significant contribution to the existing wider gap between Greater London and Surrey beyond; indeed, the Bedfont Industrial Estate is a notable man-made barrier and isolates this area from the wider Green Belt somewhat (Purposes 1 and 2). Furthermore, this development reduces the openness of the sub-area substantially and diminishes its sense of rurality (Purpose 3).*

*Recommendations: Consider boundary amendment – small scale sub area north-east of Bedfont Road to be assessed further in Stage 2 together with General Area C. Remaining area [the Site] retained in the Green Belt.”*

- 3.7. It is however acknowledged in the Green Belt Assessment that development within the General Area 15 (including the Site) would not cause a merger between settlements.
- 3.8. There are no heritage assets on the Site or within close proximity of the Site.
- 3.9. The Site is located within Flood Zone 1 which has the lowest probability of flooding in any given year, however it is located within an area of surface water flooding.
- 3.10. The Site is adjacent to the Bedfont Lakes Country Park which is a Site of Importance for the Nature Conservation (SINC) and Local Nature Reserve.

### **Draft Local Plan**

- 3.11. The Site has been partially allocated within the Local Plan Regulation 19 version for Travelling Showpeople (121 – Land South of Bedfont Road). The proposed allocation site is highlighted in red on **Figure 1** above.

#### 4. Strategic Matters and Record of Agreement

4.1. Through ongoing duty to cooperate engagement between LBH and Chrisfy Properties Ltd, the following key strategic matters have been identified:

- a) **Site Allocation & Policy**
- b) **Enabling Development**
- c) **The need for Industrial Development**

4.2. These matters are set out in more detail below, with a description of the relevant background to the matter in question and a record of agreement provided. In cases where there are matters which cannot be agreed at this time, these are set out as outstanding matters under each matter below (with further details provided in the table at Appendix A).

##### a) **Site Allocation & Policy**

###### ***Background***

4.3. Part of the Site is proposed for allocation under the Draft Plan for up to a total of 12 Travelling Showpeople plots (Ref: Site Allocation 121 – Land South of Bedfont Road).

4.4. There is a significant demand for Travelling Showpeople plots in Hounslow and specifically within the West of the Borough where the proposed allocation is located.

4.5. As set out within Figure 9 of the West London Alliance Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (January 2019) – Additional need for Travelling Showpeople households in Hounslow 2016-2041, the need for Travelling Showpeople in Hounslow including those who do not meet the definition of the National Planning Policy for Travellers Sites, is 28 plots. It should be noted this figure includes 11 plots that were unauthorised plots have since been authorised and is retained, thus reducing the need from 28 Travelling Showpeople plots to 17 plots.

4.6. It is recognised within LBH's Draft Plan that an enabling development would be required in the area to the south of the proposed allocation site, north of the Waterloo to Reading railway line and west of Bedfont Road, to ensure viable delivery of the Travelling Showpeople plots and that such development should be for a demonstrated need that is suitable to be delivered at the site, this may include, for example open land storage and / or industrial use.

4.7. The proposed site allocation for Land South of Bedfont Road includes wording in the site requirements section that states an enabling development would need to demonstrate Very Special Circumstances (VSC) exist to justify the development within the Green belt, outside of the allocation boundary inset. It is recognised that the NPPF (2024) introduced additional circumstances where development may not be considered inappropriate in the green Belt, though it will need to be confirmed at application stage, whether paragraph 153 or 155 of the NPPF apply in the case of the enabling development at the site.

###### ***Record of agreement***

4.7.1. There is a relatively high demand for Travelling Showpeople plots in Hounslow and specifically within the West of the Borough area.

4.7.2.LBH and Chrisfys Properties agree that the Site is suitable to deliver 12 plots.

4.7.3.The Site is free from land ownership issues that could impede the site's availability and therefore the site can come forward in the short to medium term, thus delivering a supply of much needed Travelling Showpeople Accommodation and an enabling industrial development.

4.7.4.The cardinal directions within the Site Allocation are not correct. The third paragraph of the Site Allocation should state 'west of Bedfont Road' rather than east. LBH agree to present a suggested minor modification to change 'east' to 'west', as set out in Appendix A.

4.7.5.A suggested modification will be presented as set out in Appendix A, which would amend the site requirements in the proposed allocation to remove reference to the need for the enabling development to demonstrate Very Special Circumstances, specifically. This would be replaced by wording that states the enabling development would need to be in compliance with paragraphs 153-156 of the NPPF (2024 version) to justify the development within the Green Belt, outside of the proposed site allocation boundary inset.

#### ***Outstanding Matters?***

4.7.6.There are currently no outstanding issues related to this matter.

#### **b) Enabling Development**

##### ***Background***

4.8. Enabling development refers to development that is deemed necessary but would otherwise be contrary to policy, to make a publicly beneficial scheme financially viable.

4.9. The land within the Site rises up to above the surrounding land uses as a result of the landscaping plan agreed with LBH following the Sites Historic use for mineral extraction and storage. Work to date has identified that the Bedfont Road Site could not be brought forward without expensive preparatory groundwork which would need to extend to the wider area. Site preparation including hardstanding, drainage, utilities including water and power, landscaped bunding or similar, amenity block, road entrance would amount to £1.85 - £2 million within the redline area of the site allocation only. In addition, there is an estimated cost of £2 million to reduce the level of the 'red line site' to 16m datum (Bedfont Road); however, the works cannot be carried out in isolation from spoil removal work from the remainder of the 'blue line site'.

4.10. In order to bring forward Travelling Showpeople accommodation within the site allocation, other uses will need to be accommodated on the wider Site in order for the development to be viable. This is due to the topography of the site which will require a significant and costly groundworks, levelling to make the site developable.

4.11. Whether or not as enabling development, Chrisfys Properties Ltd would like to bring forward industrial uses in the form of either storage or warehouses. The provision of industrial floorspace such as open storage will provide a valuable contribution to the supply of much needed employment space within Bedfont and Hounslow.

***Record of agreement***

- 4.11.1. LBH and Chrisfys Properties both agree that there will be a high cost associated with levelling the site for development.
- 4.11.2. LBH and Chrisfys Properties both agree that enabling development on this site would enable the development of much needed travelling Showpeople Accommodation in Hounslow as well as additional industrial floorspace.

***Outstanding Matters?***

- 4.11.3. Chrisfys properties will be submitting representations for the whole site to be released from the Green Belt for industrial development.

**c) The Need for Industrial Development**

***Background***

- 4.12. As stated within the Draft Local Plan (Proposed Submission Version), Bedfont is a predominately residential area though there are large areas devoted to employment uses such as trading estates, utilities and a business park.
- 4.13. The Western area of the borough has a strong logistic and warehousing market creating some of the most valuable industrial land in Europe. The area also hosts an important concentration of high technology companies at and around Bedfont Lakes, companies which benefit from the exceptional global accessibility of this location.
- 4.14. The logistics growth in this area is generated by a major upturn in e-tailing demand particularly for last mile delivery, associated with the needs of a growing population as well as Heathrow related demand. There is also a lack of supply of heavily constrained neighbouring west London boroughs that cannot accommodate their own needs.

***Record of agreement***

- 4.14.1. LBH have allocated a number of sites for industrial uses within the West of the Borough.
- 4.14.2. The LBH Employment Land Review Update (2024) states that there is a borough wide unmet need of 260,985sqm industrial floorspace taking into account planned supply.
- 4.14.3. The LBH Employment Land Review Update (2024) states that the use of Green Belt land is imperative in order for LBH to meet the need for employment floorspace.

4.14.4. The Employment Land Review Update (2024) states that the overall demand for logistics floorspace is 465,000sqm over the plan period, 255,598sqm of which is required in the West of the Borough.

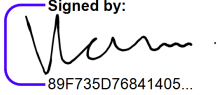
4.14.5. The proposed site could accommodate industrial uses such as open storage or warehousing.

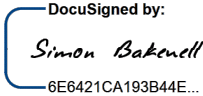
***Outstanding Matters?***

4.14.6. There are currently no outstanding issues related to this matter.

**5. Signed confirmation**

5.1. The contents of this Statement of Common Ground are agreed for the purposes of the examination of the proposed submission version of the LB Hounslow Local Plan 2020-2041.

<b>Signed on behalf of LB Hounslow</b>		
<b>Name and position</b>	<b>Signature</b>	<b>Date</b>
<b>Vincent Lacovara Director of Planning and Building</b>	 <p>Signed by: 89F735D76841405...</p>	01-07-2025

<b>Signed on behalf of Chrisfys Properties</b>		
<b>Name and position</b>	<b>Signature</b>	<b>Date</b>
<b>Simon Bakewell Director</b>	 <p>DocuSigned by: <i>Simon Bakewell</i> 6E6421CA193B44E...</p>	23-06-2025

### APPENDIX A: Table of Outstanding Matters

Description of matter/s which remains outstanding	[Other party] comments	LBH comments	Agreed next steps (if applicable)
Chrisfys Properties will be submitting representations for the whole site to be released from the Green Belt for industrial development.		LBH have responded separately to this matter, in response to the Regulation 19 representation submitted by Chrisfys Properties.	

