

Appendix A

Schedule of Minor Text Changes to Hillingdon Local Plan: Part One – Strategic Policies

Item	Policy/ paragraph	Text amendment:
To be consistent with minor changes previously agreed	Throughout the document, SO3	SO3: Improve the quality of, and accessibility to, the heritage value of the borough's open spaces, including rivers and canals as areas for sports, recreation, visual interest, biodiversity, education, health and well being. In addition, address open space needs by providing new spaces identified in Hillingdon's Open Space Study <u>Strategy</u> .
Full text of abbreviation added.	Throughout the document	Replace 'AMR' with ' <u>Annual Monitoring Report</u> '
Full text for hectares added	Throughout the document	Replace 'ha' with ' <u>hectares</u> '
Full text for Transport for London added	Throughout the document	Replace 'TfL' with ' <u>Transport for London</u> '.
South Ruislip library original address added as it has now been refurbished.	Table after para 2.1	Amended to read: South Ruislip operating from Learning & Development Centre, Queen's Walk, HA4 0LR <u>Victoria Road, South Ruislip, HA4 0JE</u>
Minor editing change - reference to replacement London Plan deleted and wording updated to reflect 2011 London Plan.	Para. 5.30	Amended to read: Heathrow Opportunity Area (OA) is a London Plan growth area and currently includes Hayes, West Drayton, Feltham, Bedfont Lakes, and Hounslow and Southall, <u>although the replacement London Plan (2009) proposes to separate the latter into an Opportunity Area of its own.</u> This Core Strategy Hillingdon Local Plan: Part 1- Strategic Policies defines the Hillingdon Heathrow OA as an area including the Hayes/ West Drayton Corridor, Stockley Park and the area within and around Heathrow Airport. This is shown on Map 5.1.
Minor text change.	Table 5.3	Section on 'Source' moved to form a footnote to read: Following the coalition government's decision to cancel a third runway at Heathrow, the emphasis of the Government's new South East Airports Taskforce was to investigate the options "to make best use of the existing airport infrastructure" to ensure "improving efficiency and reliability and reducing delay" Source: South East Airports Taskforce, Draft Terms of Reference and Membership, 15 June 2010. As such, in line with this policy the Government will produce an Aviation Policy Framework during 2013 which will detail its future approach on airport provision. The Council are broadly supportive of the aspirations to deliver a programme of

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		<p>renewal at Heathrow, subject to no further expansion of the airport. Detailed projects are set out in Appendix 2 (draft infrastructure schedule). The Council will continue its collaborative working with the Airport regarding future uses within its boundaries.</p> <p>Footnote 26: Source: South East Airports Taskforce, Draft Terms of Reference and Membership, 15 June 2010)</p>
<p>Minor editing changes:</p> <p>a) Replace 3,350 with 3,345 sq.m to reflect figure in Table 14.</p> <p>b) Footnote, replace 'Table 6' with 'Table 14' which refers to 'net additional comparison goods floorspace requirements by town centre (2011 - 2031) using 2.2% growth'.</p>	<p>Table 5.3, Hayes Town Centre, Future growth</p>	<p>Amended to read:</p> <p>Future growth There has already been significant developer interest in Hayes with major new investment at London Gate (Blyth Road) and Hyde Park (Millington Road). Ballymore's High Point development is a mixed-use scheme with a range of affordable housing provision aimed at housing local families. The introduction of Crossrail will create further regeneration opportunities through an improved transport interchange and help the town centre develop a new identity as the location for small and emerging businesses, suitable for business start-up units, small-scale offices and mixed use development. The Council will also seek to make the best use of the Grand Union Canal in the regeneration process. Hayes is identified as having capacity for an additional 3,350 3,345 sq.m of comparison retail floorspace for the plan period (27) which will be accommodated within the existing town centre. The Grand Union Canal offers an attractive and sustainable alternative for pedestrian and cycle routes through the area.</p> <p>Footnote 27: Consumer Expenditure and Comparison Goods Retail Floorspace Need in London, Table 14 (Greater London Authority, March 2009)</p>
<p>Minor editing change to footnotes, replace 'Table 6' with 'Table 14' which refers to 'net additional comparison goods floorspace requirements by town centre (2011 - 2031) using 2.2% growth'.</p>	<p>Table 5.3, Yiewsley/ West Drayton, Future growth</p> <p>Table 5.4, Uxbridge Town Centre, Future Growth, last sentence</p> <p>Para 5.36</p>	<p>Amended to read:</p> <p>Footnote 28: Consumer Expenditure and Comparison Goods Retail Floorspace Need in London, Table 14 (Greater London Authority, March 2009).</p> <p>Footnote 31: Consumer Expenditure and Comparison Goods Retail Floorspace Need in London, Table 14 (Greater London Authority, March 2009) Table 6</p> <p>Footnote 32: Consumer Expenditure and Comparison Goods Retail Floorspace Need in London, Table 14 (Greater London Authority, March 2009) Table 6.</p>

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Minor text change.	Table 5.4, Uxbridge Future Growth	<p>Second paragraph delete 'Policy' and replace with 'Policies' to read:</p> <p>Uxbridge Business Park has more generous parking allowances for new office development than Hillingdon which adheres to London-wide ratios. In order to ensure the future of Uxbridge as a commercially competitive location, this Hillingdon Local Plan: Part 1- Strategic Policies will improve public transport links and interchanges and encourage a more sustainable approach to transportation through Policy <u>Policies</u> T1 and T2.</p>
Revised paragraph numbering inserted	Implementation of Policy E5	<p>Amended to read:</p> <p>Implementation of Policy E5: how we will achieve this</p> <p>Policy E5 will be delivered by applying national, regional and local policies and the conclusions of the current evidence base. For clarity, the current evidence base documents are identified at paragraphs 5.33 – 5.35 <u>5.41 - 5.45</u>.</p> <p>In addition to the expansion of town centre boundaries proposed in this plan, increases in comparison and convenience retail floor space will be achieved through the redevelopment of existing sites, refurbishment of existing retail units or the intensification of existing floorspace. Sites to be redeveloped will be identified in the Site Specific Allocations LDD as appropriate.</p>
Symbols (> and <) replaced with text and 'ha' replaced with 'hectares'	Para. 6.19	<p>Amended to read:</p> <p>Tables 6.4, 6.5 and Map 6.1 use the SHLAA data for large (> over <u>over</u> 0.25 ha <u>hectares</u>) and small (< under <u>under</u> 0.25 ha <u>hectares</u>) sites to provide an indication of when and where new homes could come forward in the borough. The figures in the table should be used with care and it is important to note that:</p> <ul style="list-style-type: none"> • The distribution of dwellings shown in Table 6.3 and Map 6.1 only reflect units identified for delivery from large sites (over 0.25 hectares). • Figures for small sites are based on trend data and cannot be mapped in Map 6.1. • Tables 6.4 and 6.5 exclude predicted completions for non self-contained units (47 units per annum) • Tables 6.4 and 6.5 are based on the 10 year time frame for the London Plan and the SHLAA data cannot be used to show the distribution of new dwellings beyond 2021. • Figures for the Heathrow Opportunity Area are inclusive of identified completions in the Hayes/ West Drayton Corridor.

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Symbols (> and <) replaced with text and 'ha' replaced with 'hectares'	Table 6.4	Replace '>' symbol with 'over' and '<' symbol with 'under' and replace 'ha' with 'hectares'.
Reference to 'replacement' London Plan removed and updated	Flexibility box after para. 6.24 & Implementation of Policy H1	The proposed annual monitoring target is a minimum figure set by the Mayor and the Council is free to exceed this. A revised annual monitoring target may be set through the production of a revised SHLAA and an early alteration to the Replacement London Plan (2011) .
Minor text change.	Monitoring of Policy H3	<p>Amended to read:</p> <p>Monitoring of Policy H3: how we will measure success</p> <ul style="list-style-type: none"> • H4 (Core) Indicator: Net additional pitches (Gypsy and Traveller). Target to be set following further work on the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD; and • Meeting the needs of the existing travelling community in the borough by protecting and maintaining the site at Colne Park.
To reflect recent changes to Building for Life Standards	Para 7.10	<p>Amend para 7.9 to read:</p> <p>The Hillingdon Local Plan is required to monitor the design performance of development through 'Building for Life', the national standards for well designed homes and neighbourhoods. The criteria have been designed so as to establish an objective set of principles by which the judgement of applications and the built quality of housing can be undertaken consistently. Each housing development scheme is awarded a score out of 20, based on the proportion of Building for Life questions that are answered positively. Scores include the Gold Standard (16 or more out of 20) and Silver Standard (14 or more out of 20). For residential schemes, all new developments of 10 dwellings or over should achieve a satisfactory Building for Life assessment rating of silver standard as a minimum.</p>
To reflect recent changes to Building for Life Standards	Policy BE1	<p>Policy BE1, point 4 amended to read:</p> <p>In the case of 10 dwellings or over, achieve a Building for Life assessment rating of 'silver' as a minimum (this includes 'good and 'very good' scorings) satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time).</p>
To reflect recent changes to Building for Life Standards	Implementation of Policy BE1	<p>Amended to read:</p> <p>Implementation of Policy BE1- how we will achieve this:</p> <p>In relation to new development, developers will have to justify their design decisions within a Design and Access</p>

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		Statement for each application. For residential schemes of over 10 units, developers will need to demonstrate how the 'Building for Life' criteria are met and how the proposal will meet at least a 'silver' a satisfactory standard . There will be more detailed policies within the Development Management Policies Local Development Document and Supplementary Planning Documents on specific design and public realm issues.
To reflect recent changes to Building for Life Standards	Monitoring of Policy BE1	Amend point 4 to read: Monitoring of Policy BE1 - how we will measure success of policy BE1: The AMR (Core Indicator H6 on Housing Quality) will monitor the number and proportion of total new build completions on housing sites reaching 'very good' (16 points or more/ Gold Standard) and 'good' (14 – 15 points/ Silver Standard), 'average' (10-14 points) and 'poor' (10 points or less) ratings a satisfactory rating against the Building for Life criteria.
	Glossary:	Amend glossary to read: Building for Life The national standard for well-designed homes and neighbourhoods. A Building for Life assessment scores the design quality of planned or completed housing developments against 20 12 Building for Life criteria. For further information refer to www.buildingforlife.org .
Titles changed throughout section 8 to be consistent with other policy sections in the Plan	Implementation and monitoring of policies EM1 to EM11	Implementation of Policy EM1 - how we will achieve this Monitoring of Policy EM1 - how we will measure success Implementation of Policy EM2 - how we will achieve this Monitoring of Policy EM2 - how we will measure success Implementation of Policy EM3 - how we will achieve this Monitoring of Policy EM3 - how we will measure success Implementation of Policy EM4 - how we will achieve this: Monitoring of Policy EM4 - how we will measure success: Implementation of Policy EM5 - how we will achieve this Monitoring of Policy EM5 - how we will measure success Implementation of Policy EM6 - how we will achieve this Monitoring of Policy EM6 - how we will measure success Implementation of Policy EM7 - how we will achieve this Monitoring of Policy EM7 - how we will measure success Implementation of Policy EM8 - how we will achieve this Monitoring of Policy EM8 - how we will measure success Implementation of Policy EM9 - how we will achieve this

Item	Policy/ paragraph	Text amendment:
		<p>Monitoring of Policy EM9- how we will measure success</p> <p>Implementation of Policy EM10- how we will achieve this</p> <p>Monitoring of Policy EM10- how we will measure success</p> <p>Implementation of Policy EM11- how we will achieve this</p> <p>Monitoring of Policy EM11- how we will measure success</p>
Delete 'CP2' to correspond with MIN52 change already agreed	Section 8, Climate Change Adaptation and Mitigation, Strategic Objectives box following paragraph 8.3	<p>Delete 'CP2' and replace with BE1 to correspond with MIN52 change already agreed to read:</p> <p>Related policies: EM1, EM7, EM8, CP2 BE1, T1</p>
For clarification	Implementation of Policy EM2	<p>Implementation of Policy EM2- how we will achieve this</p> <p>The Council will implement Policy EM2:</p> <p>Through the development management process, in accordance with national policy for Green Belts and Metropolitan Open Land. Anomalies in local boundaries will be rectified through Local Development Documents in accordance with the NPPF National Planning Policy Framework.</p> <p>Green Chains will be reviewed for designation as Metropolitan Open Land and designated through Local Development Documents as appropriate, in accordance with the London Plan policies.</p>
Title of PPG 24 removed.	Para 8.138	<p>Noise: Guidance has already been set out at the national level by the NPPF- Planning and Noise. This guidance sets out a clear rationale as to where sensitive development should be located in relation to existing noise/pollution sources, and also provides guidance on where potentially noise polluting development should be located.</p>
Revise to reflect new paragraph numbering.	Implementation of Policy EM8	<p>Change paragraph numbers in the second bullet to read:</p> <p>The Council will implement Policy EM8 by:</p> <ul style="list-style-type: none"> Preparing a Local Development Document for the Heathrow area set out in Policy E3 and paragraph 5.32 of Chapter 5.
Minor text change.	Policy CI2	<p>Policy CI2: Leisure and Recreation</p> <p>6th main bullet:</p> <p>Delete 'and' at the end of the sentence</p> <ul style="list-style-type: none"> Capitalising on opportunities to supply new sporting and associated facilities in the Borough

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		to support the legacy of the 2012 Olympics; and.
Minor text change.	Appendix 2 Infrastructure Schedule	Amend entry re Harlington Road Depot to note scheme “ <u>To be determined</u> ”