



HILLINGDON  
LONDON



# Residents' Services Select Committee

## Councillors on the Committee

Councillor Wayne Bridges (Chair)  
Councillor Peter Smallwood (Vice-Chair)  
Councillor Darran Davies  
Councillor Ekta Gohil  
Councillor Scott Farley (Opposition Lead)  
Councillor Janet Gardner  
Councillor Kamal Preet Kaur

**Date:** WEDNESDAY, 27  
NOVEMBER 2024

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 5 -  
CIVIC CENTRE

**Meeting  
Details:** The public and press are welcome  
to attend and observe the meeting.

For safety and accessibility, security measures will be conducted, including searches of individuals and their belongings. Attendees must also provide satisfactory proof of identity upon arrival. Refusal to comply with these requirements will result in non-admittance.

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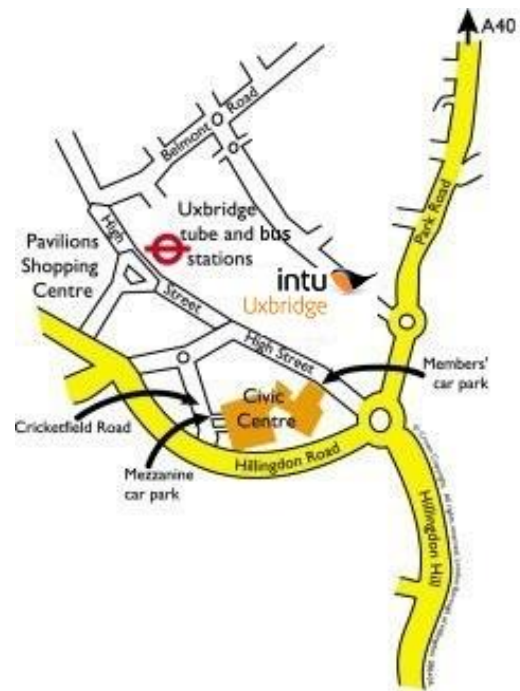
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## Terms of Reference

### Residents' Services Select Committee

To undertake the overview and scrutiny role in relation to the following Cabinet Member portfolio(s) and service areas:

Cabinet Member Portfolio	Cabinet Member for Residents' Services (Cllr Eddie Lavery)
Relevant service areas	<ol style="list-style-type: none"><li>1) Community Safety, Licensing, Standards and Enforcement</li><li>2) Planning &amp; Regeneration</li><li>3) Housing policy, homelessness &amp; tenancy management</li><li>4) Green Spaces, Sport &amp; Culture</li><li>5) Waste Services</li></ol>

#### Statutory Crime and Disorder Scrutiny

This Committee will act as a Crime and Disorder Committee as defined in the Crime and Disorder (Overview and Scrutiny) Regulations 2009 and carry out the bi-annual scrutiny of decisions made, or other action taken, in connection with the discharge by the responsible authorities of their crime and disorder functions. In practice, this is undertaken currently by a bi-annual review of the Safer Hillingdon Partnership, which includes senior officers from the Metropolitan Police, London Fire Brigade and Probation Service attending to answer questions from Councillors. More guidance on this important aspect of external scrutiny will be provided to the Committee.

#### Cross-cutting topics

This Committee will also act as lead select committee on the monitoring and review of the following cross-cutting topics:

- Climate Change
- Local impacts of Heathrow expansion
- Local impacts of High Speed 2
- Community Cohesion

# Agenda

- 1 Apologies for Absence
- 2 Declarations of interest in matters coming before this meeting
- 3 To receive the minutes of the previous meeting 1 - 10
- 4 To confirm that the items of business marked as Part I will be considered in public and those marked Part II will be considered in private

## **Part I - Members, Public and Press**

- 5 Strategic Climate Action Plan 11 - 58
- 6 Infrastructure Funding Statement 2023/24 59 - 108
- 7 Engagement on the Draft Uxbridge Town Centre Vision 109 - 238
- 8 Forward Plan 239 - 248
- 9 Work Programme 249 - 252

## Minutes

### RESIDENTS' SERVICES SELECT COMMITTEE

24 September 2024



HILLINGDON  
LONDON

Meeting held at Committee Room 5 - Civic Centre

	<p><b>Committee Members Present:</b> Councillors Wayne Bridges (Chair), Peter Smallwood (Vice-Chair), Darran Davies, Ekta Gohil, Scott Farley (Opposition Lead), Janet Gardner and Tony Burles</p> <p><b>Witnesses Present:</b> Jas Nagra, Citizen's Advice Service Manager, Citizen's Advice Bureau Joanne Smith, Citizen's Advice Senior Adviser, Citizen's Advice Bureau Chief Inspector Ben Wright, Metropolitan Police Service</p> <p><b>Others Present:</b> Dan Kennedy (Corporate Director of Central Services), Melissa Blower (Housing Project Manager), Daniel Ferrer (Licensing Team Manager), Liz Penny (Democratic Services Officer), Debby Weller (Housing Policy and Strategy Manager) and Richard Webb (Director of Community Safety &amp; Enforcement)</p>
22.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Kamal Kaur with Councillor Tony Burles substituting.</p>
23.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Tony Burles declared a non-pecuniary interest in agenda item 5 as he was on the Management Board of the Citizen's Advice Bureau in Hillingdon. Councillor Burles remained in the room but did not participate in the discussion on this item.</p>
24.	<p><b>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meeting dated 18 July 2024 be approved as an accurate record.</p>
25.	<p><b>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED AS PART I WILL BE CONSIDERED IN PUBLIC AND THOSE MARKED PART II WILL BE CONSIDERED IN PRIVATE</b> (<i>Agenda Item 4</i>)</p> <p>It was confirmed that all items of business were in Part I and would be considered in public.</p>
26.	<p><b>REVIEW OF HOMELESSNESS AND THE CUSTOMER JOURNEY: WITNESS SESSION 5</b> (<i>Agenda Item 5</i>)</p> <p>Dan Kennedy, Corporate Director of Central Services and Melissa Blower, Housing Programme Manager, introduced the report on the Select Committee's ongoing Review of Homelessness and the Customer Journey. Colleagues from the Citizens Advice</p>

Bureau (CAB) were also in attendance to provide information about the services provided by CAB and to answer Members' questions in relation to this.

Jas Nagra, Citizen's Advice Service Manager at CAB informed Members that she had been with the service for 12 years. Joanna Smith, Citizen's Advice Senior Adviser at CAB was also in attendance and mentioned that she had been working as an Adviser for over 20 years and had recently completed a housing advance project funded by Nationwide.

Members heard that Housing Advice currently sat within core services at CAB but a funder was being sought to enable CAB to provide bespoke housing advice. Ms Smith highlighted the high demand for housing advice and the challenges faced due to limited resources. She praised the Council's housing officers for their knowledge and ability to manage expectations but also pointed out issues with communication and responsiveness. An example was cited of one particular client who had submitted a housing application. It was reported that the local authority had closed the application because the client had allegedly not responded to an email within the 24 hours allocated to submit additional evidence. It was claimed that the additional evidence had been provided within the deadline. Concerns were raised regarding a lack of cooperation to resolve issues that arose.

Ms Smith shared her experience of submitting complaints to the housing service through the standard local authority complaint procedures; none of which had been successful. She emphasised the need for better cooperation and responsiveness when things went wrong. It was alleged that, the higher CAB went within the LBH complaints process, the less expert and knowledgeable were the responses. The Committee was informed that, if complaints were unresolved at stages 1 and 2, the next step was to contact the Housing Ombudsman, but this was a lengthy process – processing times could reach up to 12 months.

The Corporate Director of Central Services acknowledged the feedback and mentioned the need for a stronger relationship with partners like the Citizens Advice Bureau. He proposed regular meetings to address issues more effectively and improve communication. He also committed to checking on the complaints mentioned by the representatives of CAB.

In response to questions from Councillors regarding the need for a CAB base in Hayes, officers from CAB confirmed that they were in support of this suggestion and would appreciate any assistance in securing a permanent office base at the One Stop Shop in Hayes.

Members enquired about the primary barriers faced by the Citizens Advice Bureau and how the Council could revise its policies to remove these obstacles. In response to this, the CAB officers outlined the importance of managing expectations as many members of the public were unaware of the reality of the housing crisis. It was recognised that this would take time.

Councillors highlighted the need for better communication and empathy from housing officers. It was confirmed that some housing officers and Councillors were more responsive than others. CAB officers highlighted concerns with the new homelessness application process suggesting that it was not fit for purpose and noting that, if an application were closed through no fault of the client, it could not be reopened or reinstated. Clients needed to submit a new application which was a lengthy and

complex process - this was particularly challenging for those clients who were not digitally capable. It was noted that the CAB then had to spend time helping these clients to submit a new form when they could be helping someone else.

Members noted that some clients tried to find ways around the housing system which could in the end be detrimental to their case, e.g. those who presented as homeless in order to get a different property or move band. Officers confirmed that CAB aimed to offer clients all the options open to them. It was acknowledged that the situation was sometimes complex, and the immigration status of some clients was particularly complicated.

The Select Committee suggested that it would be helpful if the Citizens Advice Bureau could be provided with the contact details of the chief whips to ensure Councillors responded appropriately to requests for information or assistance.

In response to further questions from Members, the CAB confirmed that better communication from housing services was crucial. Regular meetings with housing officers would also be beneficial.

With regard to the alleged unhelpful responses from some housing officers, further training was recommended, particularly for those at a higher level who were responsible for responding to complaints.

The need for better communication and cooperation between the Council and the Citizens Advice Bureau to improve the customer journey for those experiencing homelessness was emphasised. The Corporate Director of Central Services agreed to follow up on individual complaints identified by the CAB. He recognised the need for stronger relationships with partners and committed to regular meetings with the Citizens Advice Bureau and other partners to address issues more effectively and improve the working relationship. He also confirmed that he met with the housing team on a weekly basis to address any issues. It was noted that good customer care and good customer experience were extremely important.

**RESOLVED: That the Residents' Services Select Committee noted the evidence heard at the witness session and sought clarification as necessary in the context of the review of Homelessness and the Customer Journey in Hillingdon.**

27. **SAFER HILLINGDON PARTNERSHIP REPORT** (*Agenda Item 6*)

Richard Webb, Director of Community Safety and Enforcement provided a brief summary of the work of the Community Safety Partnership. He highlighted the following key points:

- The Making Hayes Safer Project aimed to reduce violence in Hayes and supported the Serious Violence Strategy.
- Completion of community safety strategic assessments and development of a new dashboard for monthly crime updates were planned.
- Plans were in place to develop an overarching Community Safety Strategy by the beginning of the next financial year.
- A Community Safety Survey would be launched in the near future to gather

residents' and businesses' input on partnership priorities. This information would feed into the Community Safety Strategy.

Chief Inspector Ben Wright of the Metropolitan Police Service (MPS) presented the police report, covering strategic context and key issues. Key points highlighted included:

- The impact of recent disorder across the UK and the minimal manifestation in Hillingdon was highlighted. It was noted that there had been a knock-on effect for the MPS locally due to the supply of resources to the rest of the United Kingdom and the MPS at large. This had resulted in minimum resourcing in Hillingdon whilst those matters had been ongoing. Members heard that there had also been an after effect whereby people who had been on duty for extended periods of times on operations required rest and recovery periods.
- Challenges relating to prisoner releases and the recidivism rate were highlighted. Statistics for the United Kingdom were 25% recidivism rate i.e. 25% of offenders had been convicted of a crime within a year of being released from prison.
- There were issues with court backlogs which had an impact on victims of serious offences. These backlogs affected the MPS' ability to prosecute.
- The effect of international conflicts on local community relations was noted. Members heard that the response from community leaders and religious leaders in Hillingdon had been excellent in terms of supporting the Council and the police to work through these issues in a collaborative way; this had borne some fantastic results. The MPS had contributed a considerable number of resources to safeguard the communities affected.
- Immigration-related challenges were noted including crimes relating to the Colnbrook Immigration Centre which significantly impacted MPS resourcing.
- Recruitment challenges at a national and local level and the implementation of a new policing model were highlighted. It was noted that the Commissioner had implemented a New Met for London plan and aimed to drive significant change in the organisation. There had been some successes in terms of recruitment of PCSOs which meant more people out in the communities to improve the information flow. It was hoped that the situation in respect of the recruitment of PCs would continue to improve.
- In terms of local performance, Members were informed that figures for burglary were broadly unchanged year on year. There had been a reduction in theft from / of motor vehicles and homicide rates were down by 75% year on year (from 4 to 1).
- Schemes such as Right Care Right Person were highlighted – these ensured people were referred to the correct pathway for treatment thereby freeing up police time to deal with criminal matters and bolstering the public protection strand. It was confirmed that the public protection strand within West area impacting Hillingdon was fully staffed. These were the people who investigated matters such as rape, serious sexual offences and child abuse. Members heard that this strand was prioritised the most in terms of resourcing due to the high



level of harm associated with these offences.

- It was confirmed that the release of the Stop and Search Charter was awaited but significant work was being undertaken locally to ensure that stop and search was conducted in a professional manner. Vetting work was also underway to ensure the right people were recruited to the MPS. Moreover, the Committee was informed that there had been a significant increase in the number of people being removed from the organisation for incorrect behaviour. Misconduct cases were also being held on a monthly basis. In terms of diversity, it was noted that West Area had the highest degree of diversity of any of the London BCUs and generally had the highest level of recruitment from diverse communities.
- It was confirmed that Violence Against Women and Girls (VAWG) and efforts to enhance security on public transport remained a key focus of the MPS. There had been an increase in VAWG offences on buses hence the area of focus operationally was enhanced security on buses in partnership with TfL, schools and other mediums.
- Councillors were advised that figures for robberies were broadly the same as in previous years and a lot of preventative work was ongoing in this area.

Members noted the focus on neighbourhood policing and sought further clarification regarding the transition to a new messaging system.

In response Chief Inspector Ben Wright confirmed that the current messaging system was widely used in Hillingdon with around 7 million messages being sent each year. It was noted that approximately one third of homes were using OWL. Members were informed that the MPS was currently looking at an alternative system - decisions around funding were led by MOPAC. Maintaining communication with residents was key and plans were in place to manage the transition to the new system. It was agreed that it was important to have a new system up and running as soon as possible.

Members enquired how the MPS could prepare to resource centrally driven events such as the Notting Hill Carnival to minimise the impact on local policing in Hillingdon and keep residents safe. It was confirmed that such matters were managed by the resourcing department. It was acknowledged that this was a challenge as demand had increased exponentially. The MPS did everything possible to ensure officers were safeguarded and given an opportunity to recover when they returned from central aid. The MPS also ensured it sustained minimum staffing levels on response teams to enable them to respond to urgent calls.

Members expressed concerns about early offender releases and their impact on community safety. It was agreed that this was a challenge, but it was noted that the majority of those released did not reoffend. When people did reoffend, the police response was intelligence-led and data-driven. Local teams were aware of the crimes that were occurring in their areas and had detailed local knowledge. When people were released into their communities, crime patterns were monitored with that in mind.

Councillors enquired how e-bike theft was being addressed and noted that some e-bikes were being modified and could achieve considerable speeds. The Chief Inspector confirmed that some good work had been carried out locally in respect of this. All members of a particular gang responsible for a recent spate of e-bike crime in Hillingdon had been arrested. Members heard that i-phone theft was a concern locally

at present and a lot of work was being done in schools to raise awareness of this.

The Committee expressed confidence in the police's handling of high-level crimes but raised concerns about their response to low-level crimes such as theft, shoplifting, and anti-social behaviour. It was noted that these crimes had a significant impact on people's businesses and well-being.

Chief Inspector Ben Wright acknowledged these concerns and explained the police's approach to prioritising calls based on risk. He highlighted the reintroduction of neighbourhood officers to address grassroots issues and mentioned successful operations targeting repeat offenders and trouble spots for shoplifting. The support of the local community was invaluable in this. It was noted that, when possible, security teams at larger stores were able to intervene proactively by detaining shoplifters until the police could arrest them.

The Chief Inspector also discussed the challenges of resourcing and the broader societal issues contributing to crime such as alcoholism, drugs, housing issues and mental health challenges. Members heard that there were some very active ward panels in Hillingdon setting local priorities which ward officers targeted.

Members enquired about ways to improve communication and promote the good work done by the police. They suggested collaboration with Councillors, community groups, and residents' associations to share positive news stories.

Chief Inspector Ben Wright welcomed the suggestion and emphasised the importance of simplicity in communication platforms. He mentioned ongoing efforts to focus officers on tackling crime and the potential for a new platform to improve communication in the future.

Councillors raised concerns about the trust issue between residents and the police. The reluctance of some residents to report crimes was highlighted.

Chief Inspector Ben Wright acknowledged the importance of trust and detailed the police's efforts to engage with schools, faith groups, community leaders, and local tasking panels. He emphasised the need to balance engagement with addressing crime effectively.

Members raised the ongoing issue of Violence Against Women and Girls and the reluctance of victims to report crimes. The need for male police officers to engage with women's groups in order to build trust was highlighted.

The Chief Inspector shared the police's commitment to tackling VAWG and mentioned initiatives such as Operation Soteria to improve outcomes for victims. It was confirmed that Operation Soteria had been implemented in the MPS, which was very much based on research and focused on improving outcome rates for people who reported rape and serious sexual offences to police. It was reported that, since implementing this initiative, the MPS was seeing increases in detection rates and positive outcomes which were statistically significant and meaningful. The importance of focusing on offenders and providing support to victims through engagement and forensic resources was highlighted.

The Select Committee raised concerns about the barriers to reporting crime through the 101 service and online platforms. The need to ensure public meetings were

attended by individuals with the right intentions was also emphasised.

The Chief Inspector acknowledged the issues with the 101 service and online reporting and promised to feed back to the relevant teams. He noted the importance of public meetings and the need to address inappropriate behaviour of attendees. Members heard that people who were not displaying the right behaviours would be removed. Offences would be investigated, and Members were requested to provide further information and names of any specific individuals of concern to the Chief Inspector outside the meeting to enable him to explore this further. It was suggested that increased training regarding the effective running of ward panels would be beneficial.

Members enquired about the use of Stop and Search and the impact of not having a front desk at Uxbridge police station. Concerns regarding the strain on police resources due to the need to transport detainees to other locations such as Acton, Heathrow or Fulham were also raised.

In response, Members were reminded of the challenges of managing resources and the impact of funding on police operations. The difficulties posed by the lack of a front desk and the need to travel to other locations for detention were acknowledged.

**RESOLVED: That the Residents' Services Select Committee noted the contents of the reports and asked questions in order to clarify matters of concern or interest in the Borough.**

28. **STATEMENT OF GAMBLING POLICY CONSULTATION** (*Agenda Item 7*)

Daniel Ferrer, Licensing Team Manager, was in attendance to respond to Members' questions regarding the draft Statement of Gambling Policy as set out in the agenda pack.

Councillors sought further clarification regarding possible saturation in some areas noting the existence of six gambling establishments within a small area of Hayes. The Select Committee heard that all applications were considered on their individual merits – all the relevant data and the impact on the local area were taken into account. It was noted that the number of complaints received in relation to gambling establishments was low compared to those received regarding alcohol-related premises. It was difficult to refuse an application unless there was concrete evidence of substantial harm.

In response to Members' queries regarding funfairs and alleged flyposting without permission, it was confirmed that the Head of Service was undertaking a piece of work in relation to this.

Members noted the importance of safeguarding and sought further clarification as to how officers ensured that the Gambling Policy was being adhered to. In response to this, it was confirmed that risk-related inspections were carried out proactively by the enforcement team. Recent visits with the Gambling Commission had also been undertaken.

**RESOLVED: That the Residents' Services Select Committee considered the revisions to the Statement of Gambling Policy and sought further clarification as necessary.**

29. **HOUSING ALLOCATION POLICY CONSULTATION DRAFT** (*Agenda Item 8*)

Debby Weller, Head of Housing Strategy and Policy, was in attendance to respond to Members' requests for clarification regarding the Housing Allocation Policy Consultation Draft as set out in the agenda pack.

Members enquired whether the figures set out in the chart on page 122 of the agenda pack included migrants temporarily housed in hotels. It was confirmed that responsibility for asylum seekers placed in hotels by the Home Office did not sit with the local authority – the figures in the aforementioned table represented those households considered to be at risk of homelessness.

In relation to overcrowding, Members referenced the proposed changes to the current social housing allocations policy as set out on page 125 of the pack and expressed concern that the proposal would serve to further increase stress on housing stock. It was explained that larger properties were in high demand and short supply; the proposed changes would allow families to bid on smaller properties provided this did not result in statutory or severe overcrowding. The pressure on the three-bed queue was far greater than on the two-bed queue and it was anticipated that this change would help to reduce the pressure on larger properties.

In response to further queries, the Committee was advised that a housing offer would be considered 'reasonable' provided that it met the needs of the individual(s) concerned. In the case of domestic abuse victims who chose not to leave a property, Members heard that the local authority would carry out a risk assessment and do everything possible to make the property safe.

Councillors sought further clarification as to how residents' expectations were being managed. The Head of Housing Strategy and Policy confirmed that part of the rationale behind the proposed changes was to increase residents' understanding of the situation and the chances of being rehoused. It was anticipated that residents would be able to see more clearly which were the top priority bands. Information would be widely publicised to raise awareness of the current housing situation / waiting lists etc.

Members expressed concern that some residents housed outside the Borough incorrectly assumed that they would be able to move back into the Borough at a future date. Officers explained that those moved out of Borough into a temporary accommodation placement retained their residency with Hillingdon as Hillingdon Council had placed them there. However, those who moved into the private rented sector would be removed from Hillingdon's housing register. It was agreed that officers would follow this up to ensure residents fully understood the implications of accepting any offer.

The Select Committee noted that the Policy was a lengthy document and a difficult read and sought reassurance that it would lead to an improved experience for residents. It was confirmed that the revised Policy offered genuine change – the new banding system would provide increased clarity and would ensure people were moved more easily through the different types of accommodation.

In response to further questions from the Committee regarding the consultation process, Members heard that the response rate had been good with 241 responses to the online consultation having been received to date. Colleagues in Social Care and other organisations had also been consulted.

	<p>It was confirmed that, in the longer term, any agreed changes would be communicated carefully and clearly to residents via the website and other channels to ensure they were fully understood. A short video would also be produced to reset expectations regarding social housing. If residents were still unsure, they could seek further clarification via their case workers.</p> <p>Councillors sought reassurance that all those on the housing register list had been invited to respond to the consultation. It was confirmed that this had not yet happened as there had been a delay in sourcing the required email addresses. Members expressed concern regarding the short deadline and suggested that the consultation period be extended to ensure all those on the register were given the opportunity to respond. It was agreed that the Head of Housing Strategy and Policy would explore this further and would ensure that those on the register / joining the register were targeted as soon as possible.</p> <p>The Select Committee Members felt strongly that, as best practice going forward, it was essential that those impacted by any change be consulted first prior to consulting the general public.</p> <p>Councillors drew attention to the information regarding the consultation process as set out on pages 130-131 of the agenda pack noting that 241 responses was not a particularly large number. It was felt that there was a lack of detailed information regarding social media responses, and it was suggested that more could be done to ensure a better response rate. The Head of Housing Strategy and Policy agreed to conduct further analysis of this information and feed back to the Committee. Members expressed concern that those who were not digitally enabled would not be able to respond to the consultation. It was confirmed that a paper version had been made available. The Committee suggested that it would be a good idea to leave copies in the reception area at the Civic Centre to encourage people to respond.</p> <p><b>At the request of Members, it was agreed that a comprehensive update on the responses to the consultation would be communicated to the Committee via Democratic Services.</b></p> <p><b>RESOLVED: That the Residents' Services Select Committee reviewed and commented on the draft policy and consultation process.</b></p>
30.	<p><b>FORWARD PLAN</b> (<i>Agenda Item 9</i>)</p> <p><b>RESOLVED: That the Forward Plan be noted.</b></p>
31.	<p><b>WORK PROGRAMME</b> (<i>Agenda Item 10</i>)</p> <p><b>RESOLVED: That the Work Programme be noted.</b></p>
	<p>The meeting, which commenced at 7.00 pm, closed at 9.05 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny, Democratic Services Officer on [epenny@hillington.gov.uk](mailto:epenny@hillington.gov.uk). Circulation of these minutes is to Councillors, officers, the press and members of the public.

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## STRATEGIC CLIMATE ACTION PLAN

<b>Committee name</b>	Residents' Services Select Committee
<b>Officer reporting</b>	Ian Thynne
<b>Papers with report</b>	Strategic Climate Action Plan – Review
<b>Ward</b>	All

### HEADLINES

The Council declared a climate emergency in 2020 and followed this with its Strategic Climate Action Plan which was adopted in 2021. The plan set out a series of objectives across 9 key themes. These were wide ranging and ambitious. As part of the adoption of that Strategy, there was a commitment to keep the plan under review to ensure action is aligned with emerging demands and priorities.

The draft Review (the 'Review') reflects on the previous Strategy, sets out progress against the objectives, details where further works are required and what the priorities are for the next three years.

The review sets out a reduced but more focused series of actions with the intention of focussing resources on the most meaningful outcomes.

The review is currently being consulted upon (commenced 11 November) with a deadline of 12 January 2025. It is then due to return to Cabinet on 13 March 2025 for consideration.

### RECOMMENDATION

**That the Residents' Services Select Committee notes the content of the Review and the progress set out and agrees any comments to submit to Cabinet.**

### SUPPORTING INFORMATION

The Strategic Climate Action Plan sets out how the Council will respond to the climate emergency. Since publication of the original Strategy, the UK has experienced extreme weather conditions, with extensive periods of heat and rain. More recently, areas in Ruislip and Ickenham have experienced widespread flooding following exceptional rainfall. The Review re-emphasises the need for action and reaffirms the commitments made in the 2020 declaration of the climate emergency.

The Review also promotes the progress in relation to a core part of the Strategy. The Council has achieved significant reduction in carbon emissions associated with its own carbon footprint which is important to present and be proud of. Alongside this, the Review captures work across

the Council that responds to the objectives and again, presents a positive direction of travel.

It is noted though, that the Council is 3 years into the cycle of targeted action set out in the original Strategy. The original series of objectives were ambitious and wide ranging and reflected the need for changing operations to align with the climate emergency.

Throughout this time, there have been unprecedented challenges facing Local Authorities which have informed this latest iteration of the Strategy and driven some amendments. The Review therefore promotes fewer objectives but with a more targeted scope with the intention to secure meaningful and more measurable outcomes.

The review also recognises that there are areas around the leadership role that require further development, particularly related to engagement with young people. It has therefore been proposed that this will be a priority for the forthcoming 3 year cycle.

The Review is currently subject to an extended consultation period finishing on 12 January 2025. On completion of the consultation, officers will review the feedback and present the final Strategy to Cabinet for sign off and adoption.

## **PERFORMANCE DATA**

The Strategy is subject to scrutiny by the Corporate Management Team, the Residents' Services Select Committee and Cabinet Member for Communities and Environment.

## **RESIDENT BENEFIT**

The Review sets out how the Council will tackle climate change, reduce carbon, reduce revenue spend and help to build resilient communities.

The Review is intended to put residents first and to support the ambition to become London's greenest Borough.

## **FINANCIAL IMPLICATIONS**

There is a financial cost in developing the Strategy but beyond that the implementation has a range of potential implications.

Capital projects will be directed through the normal Governance processes with Section 106 (carbon) funded available to support. External grant funding, for example the Public Sector Decarbonisation Fund, will be pursued where applicable.

Further work has been commissioned to consider the trajectory of achieving carbon neutrality which will be supplemented by a high level cost appraisal.

## **LEGAL IMPLICATIONS**

The production of the Review is not a statutory requirement.



## **BACKGROUND PAPERS**

Nil.

## **APPENDICES**

Strategic Climate Action Plan Review

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# London Borough of Hillingdon Climate Action

Action Plan  
2025 to 2028

**DRAFT FOR CONSULTATION**

# Foreword

It has been three years since we published our Strategic Plan to take climate action and, in that time, Local Authorities have faced unprecedented challenges.

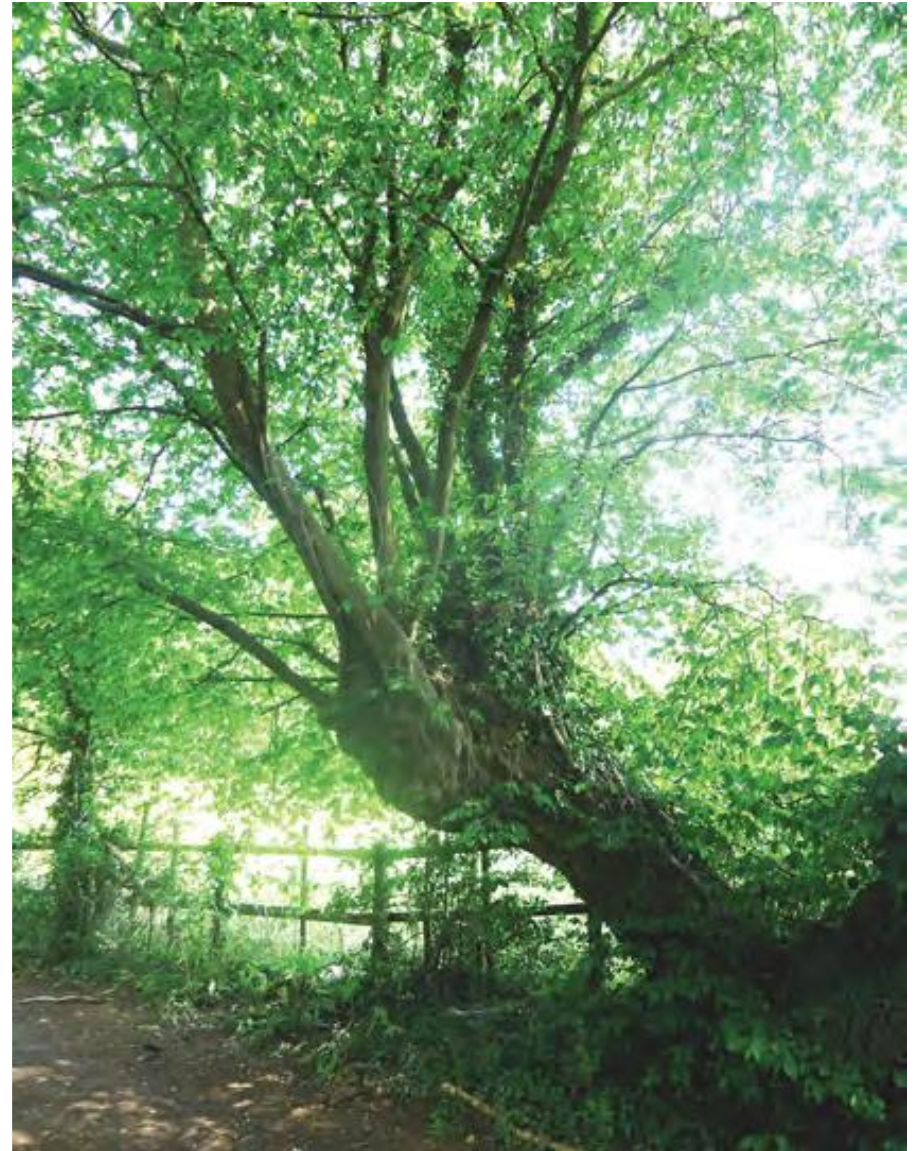
Despite that, I am pleased to present this updated plan on the back of a great deal of progress where we have prioritised resources to maximise the impact of our actions.

Further action remains essential. The impacts of climate change continue to become more apparent. Our aims and objectives have therefore not changed. We will be carbon neutral by 2030 and will continue to embed climate action across our services.

This updated plan reflects on our achievements to date and the need to allocate our resources and prioritise action with care. We will continue to adapt to the changing demands and ensure our short to medium term actions are kept under review to ensure they are achievable.

This means more targeted action planning with the focus on making a noticeable difference.

**Councillor Eddie Lavery**  
**Cabinet Member for Residents' Services**



*Common hornbeam. Bayhurst Wood, Harefield  
200-300 years of age*

# Preface

In July 2024, the Council adopted its Strategic Climate Action Plan. This set out our response to the climate emergency that the Council declared on 16 January 2020.

The plan set out a range of activities that were guided by six corporate climate commitments aligned to nine themed action areas. It was ambitious and comprehensive and reflects the nature of the climate emergency.

We committed to keeping the plan under review to ensure focussed and prioritised action. The Vision and corporate commitments are intended to remain the same but the actions to meet them are being refreshed where necessary.

Our Plan outlines the actions we intend to take with the resources available to us, emphasizing the need for flexibility in these rapidly changing circumstances.

This is the first review period 3 years after the plan was adopted and results in the short (1 year) to medium (2-3

year) term actions to take us through to the second review period in 2028.

Like all local authorities nationwide, we are grappling with unprecedented financial challenges. Despite this, we have made some exceptional progress against many of our objectives and commitments.

Therefore, it is not considered necessary to markedly alter the approaches adopted in the 2021 Plan but the challenges invariably require us to take a more rationalised approach to climate action.

This Review focusses on how and where best to prioritise our attention for the short to medium term that maximise effective climate action.

To support this, we are committed to leveraging all available grant funding to mitigate and adapt to climate change, recognizing the long-term financial benefits this can bring to the council.

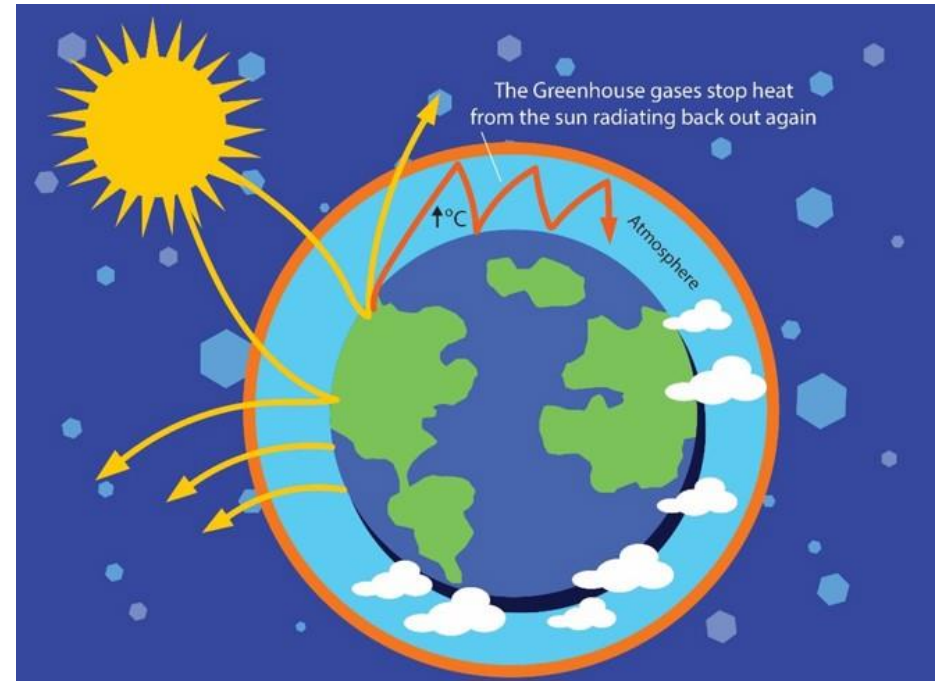
This revised action plan will be subject a lengthy public consultation at the end of 2024 with an aim of adopting the new plan for April 2025.

# 1. The Need for Continued Action

## What is Climate Change?

The world's climate is changing due to increased levels of gases such as carbon dioxide in the atmosphere. These 'greenhouse' gases occur naturally in the atmosphere, trapping heat that comes from the sun like the glass in a greenhouse. The 'greenhouse effect' is a natural occurrence and without it the Earth would be over 30 degrees cooler and uninhabitable.

However, due to human activities such as the burning of fossil fuels (oil, gas and coal) and deforestation, concentrations of greenhouse gases in the atmosphere are rising and making the natural greenhouse effect more pronounced, trapping more of the sun's heat and resulting in a rise in the earth's temperature.



## Recent Trends

The changing climate has significant repercussions that are experienced by all our communities. In July 2024 the Royal Meteorological Society published its 2023 State of the UK Climate report. The following are the 'highlights':

Observations show that extremes of temperature in the UK have been affected much more than average temperature. The number of 'hot' days (28C) has more than doubled and 'very hot' days (30C) more than trebled for the most recent decade (2014-2023) compared to 1961-1990.

UK winters for the most recent decade (2014–2023) have been 9% wetter than 1991–2020 and 24% wetter than 1961–1990, with smaller increases in summer and autumn and none in spring.

Five of the ten wettest years for the UK in the series from 1836 have occurred in the 21st Century.

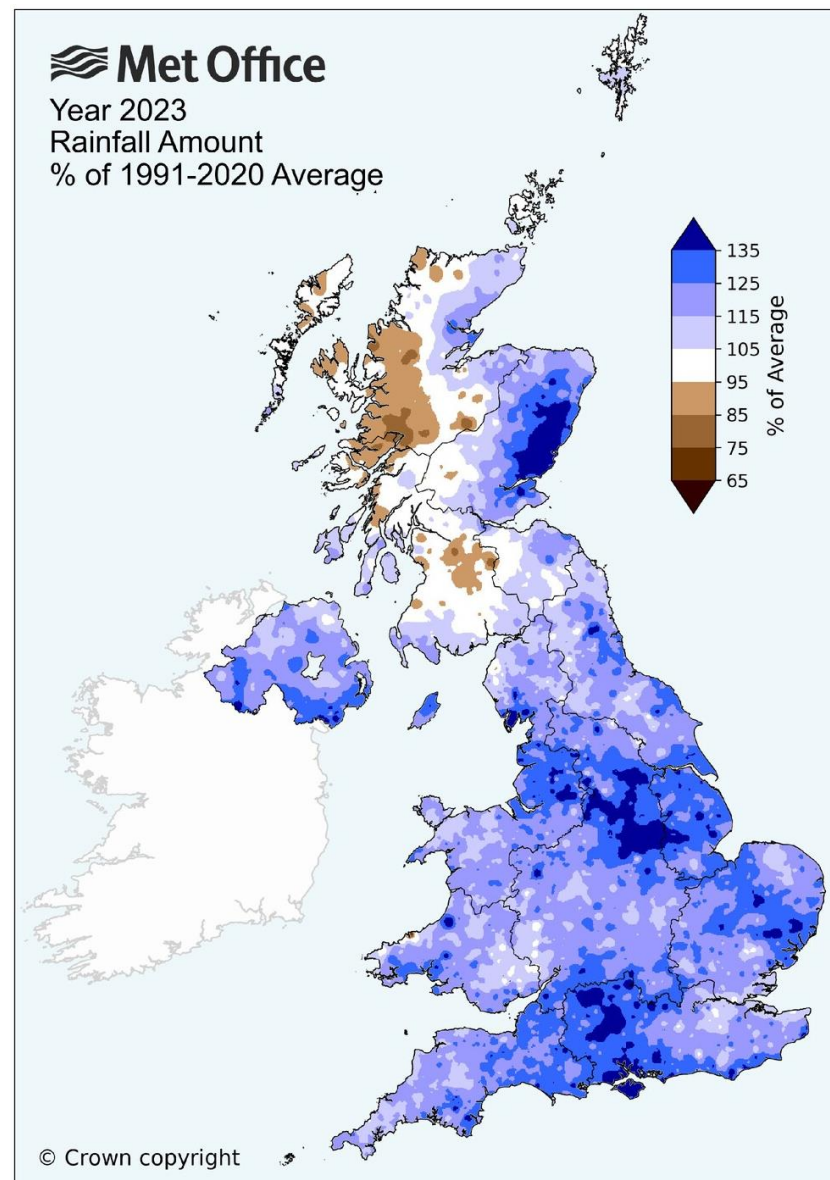
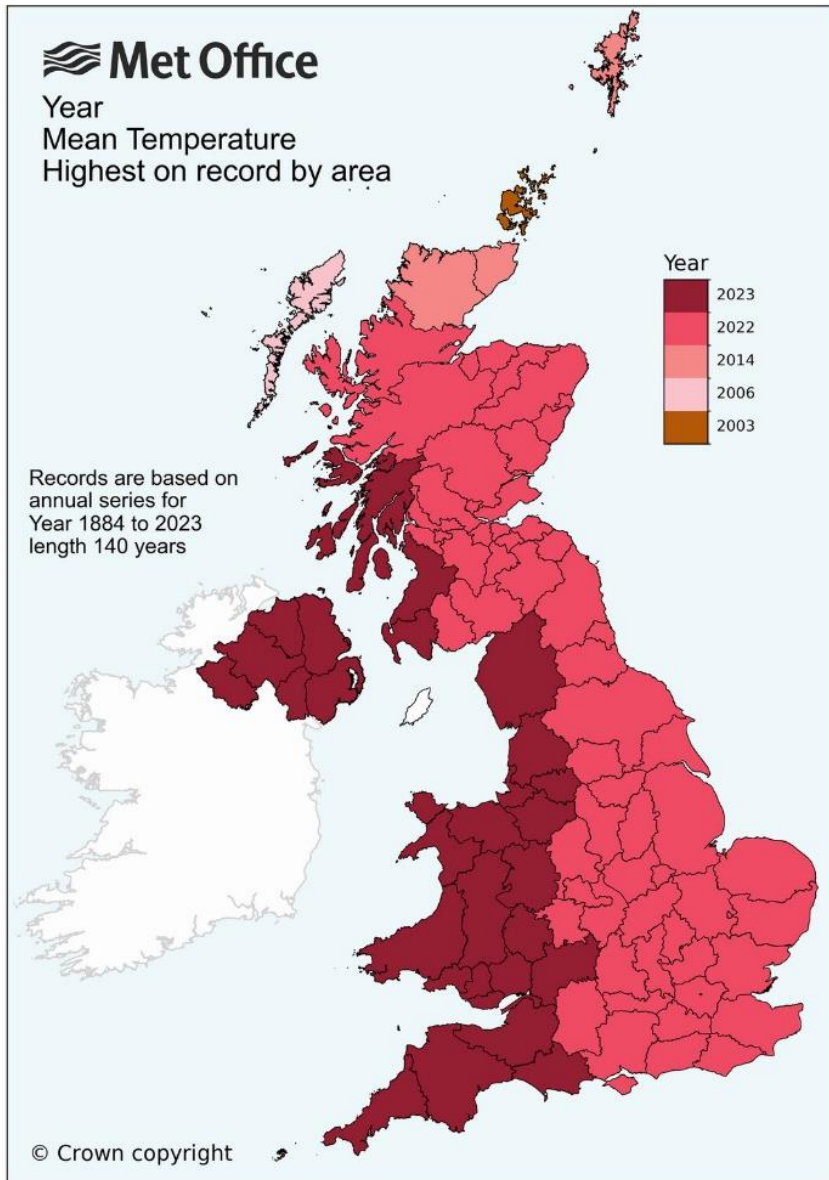
In 2023, the UK recorded its warmest June on record by a wide margin in a series from 1884, with a major North Atlantic marine heatwave a significant contributing factor.

2023 was the second warmest year on record for the UK in the series from 1884, with only 2022 warmer. Six years in the most recent decade (2014-2023) have been within the top-ten warmest in the series.

In 2023, the UK recorded its wettest September to December period since 2000 due to persistently wet and unsettled weather, including the sequence of named storms from Agnes to Gerrit.

In 2023, 30°C was recorded in September in the UK on seven consecutive days, for the first time on record.

Winds from storm Ciarán on 2 November 2023 had the potential to be as severe as from the 'Great Storm' of 16 October 1987, but the strongest winds missed the UK to the south.





## Why does climate change matter?

Uncontrolled climate change will lead to higher global temperatures, rising sea levels and more extreme, unpredictable weather conditions across the world.

Climate change is a major threat to human health and wellbeing in the UK. Its far-reaching impacts can be seen in various ways, from direct effects like rising temperatures and increased flooding, to indirect consequences such as food and water scarcity, and reduced air quality. Vulnerable populations, including those with pre-existing conditions, the elderly, and underprivileged communities, are likely to be worst affected.

Here are some of the key impacts identified by the UK Health Security Agency:

### Extremes of heat and cold

More frequent and intense heatwaves due to rising temperatures could lead to a dramatic increase in heat-related deaths. By the 2070s, under a high-warming scenario without adaptation, the UK could see over 21,000 additional heat-related deaths annually. Despite the warming climate,

deaths from cold are also expected to rise, mainly due to an aging population.

### Flooding

Climate change is making more areas prone to flooding, including those previously not at risk. Heavier rainfall and rising sea levels contribute to this threat. Flooding endangers lives and can have long-lasting negative impacts on mental health, risk of infectious diseases, and access to healthcare services.

### Poor outdoor air quality

Climate change can worsen air pollution episodes by altering weather patterns and exacerbating heatwaves. Poor air quality is already a significant environmental risk, contributing to cardiovascular and respiratory diseases, and increased mortality.

### Allergies

Longer and more intense pollen seasons for plants like birch and oak, as well as extended fungal spore

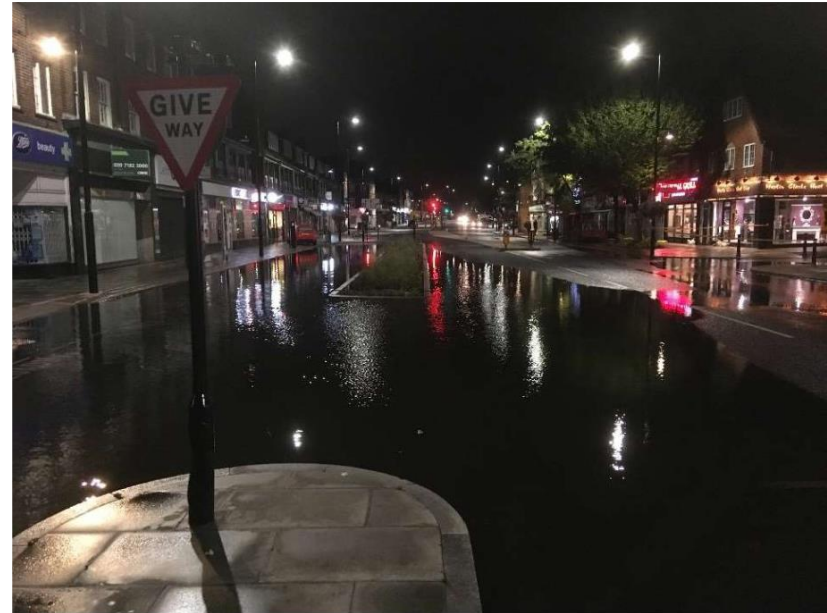
seasons, could worsen seasonal allergies for sensitive individuals.

### **Drought and food security**

More frequent and severe droughts driven by low rainfall and higher temperatures could disrupt agriculture, leading to food shortages, price increases, and food insecurity.

### **Poor housing**

Energy-efficient homes are vital for mitigating climate change and promoting healthy indoor environments. However, improvements must be implemented carefully to avoid issues like poor air quality, overheating, noise, and inadequate ventilation, which can adversely affect respiratory and cardiovascular health, as well as mental wellbeing.



*Flooding within the borough in 2016*



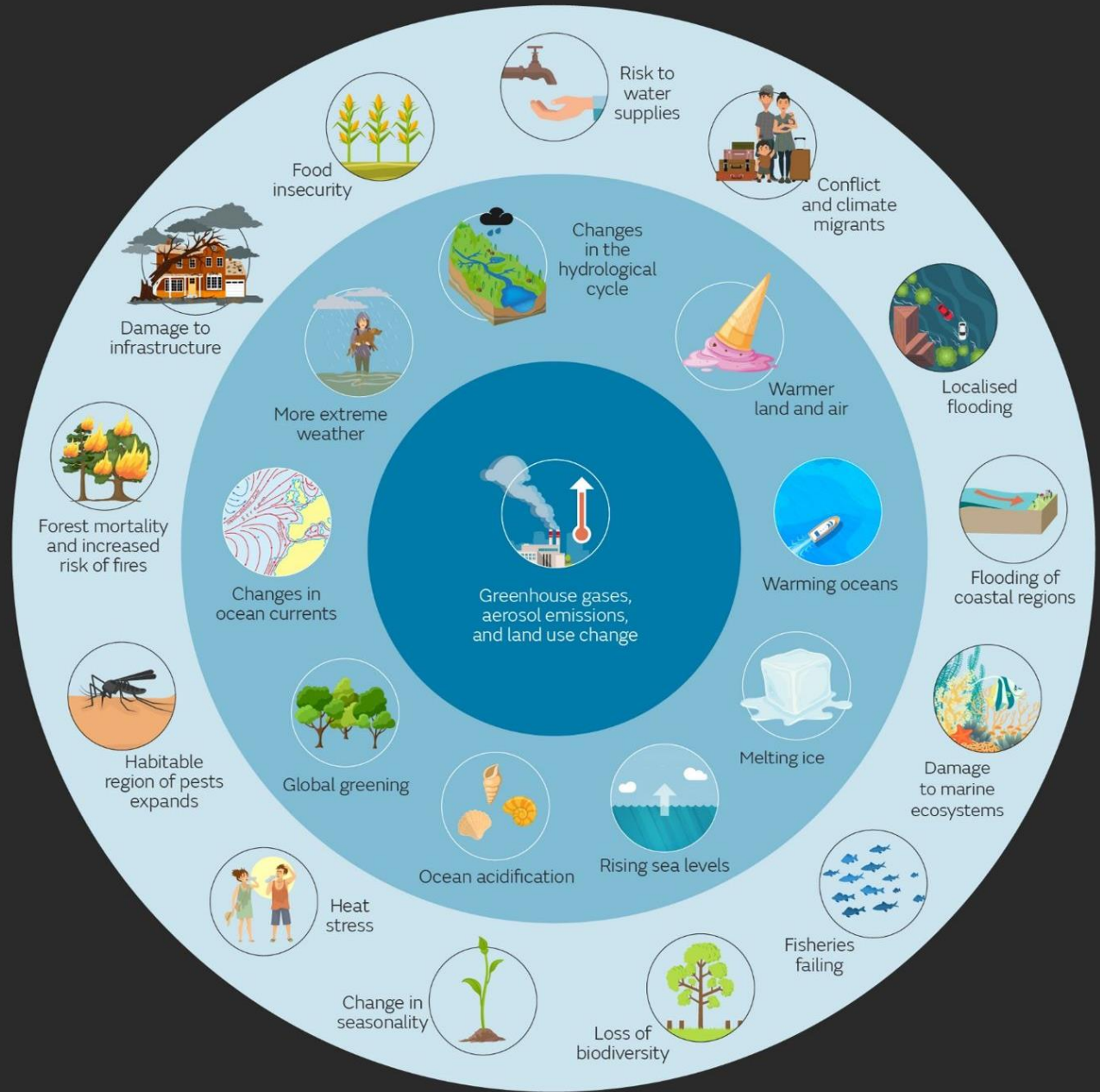
Drivers of climate change



Changes to the climate system



Impacts



## 2. Our Vision

In response to the impacts of climate change we declared a climate emergency in 2020:

*Looking to the future, this Council declares that there is a current global climate emergency and, as a consequence, agrees to extend the Council's climate change targets beyond those currently set, as follows:*

- i. To become carbon neutral across the Council services by 2030 and;*
- ii. To achieve 100% clean energy across the Council's services by 2030.*

We then produced our first Strategic plan to address climate action. This plan set out 6 corporate commitments aligned with 9 Key themes to respond positively to the Climate Emergency. These underpinned our ambitious vision:

**To become the greenest London borough, to protect and enhance the environment, and to provide a brighter prospect for future generations.**

### The 6 Corporate Commitments

*To lead and inspire our residents, businesses and schools to reduce their own carbon emissions.*

*To become 'Carbon-Neutral' by 2030.*

*To achieve 100% clean electricity across the Council's services by 2030.*

*To raise awareness and develop the potential of young people to respond to the challenge of the climate emergency.*

*To enhance opportunities for biodiversity across the borough and particularly in urban areas.*

*To remain open to the opportunity to go further, to be innovative and creative to exceed the stated goals wherever possible.*

In addition, at a meeting of the Council in November 2021, the following motions on climate change were approved:

- i. *Ensure that, where practical and cost effective, all the council's procured services are net carbon zero by 2035.*
- ii. *Support and work with businesses and organisations towards making the entire borough net zero carbon by 2050;*

*This Council also commits to increasing its accountability and transparency on climate change action by:*

- iii. *Proactively including young people in the process, ensuring that they have a voice in shaping the future;*
- iv. *holding an annual 'people's assembly' with residents and relevant organisations to discuss and shape revisions to the climate change action plan.*

The 9 Themes	
Objective	Theme
C1	Community Leadership
C2	The Council's Own Operations
C3	Building better places
C4	Using and Producing Clean and Green Energy
C5	Waste Management
C6	Climate Change Adaptation and Mitigation
C7	Carbon Offsetting
C8	Sustainable Transportation
C9	Transparency

## Our Carbon Neutral Target

At the heart of the Plan is the Council's ambition to be carbon neutral by 2030. The target relates to our Scope 1 and 2 emissions associated with all our operations. It applies to the assets that are:

*under our direct operational control and financial management.  
(C2.1, Strategic Action Plan)*

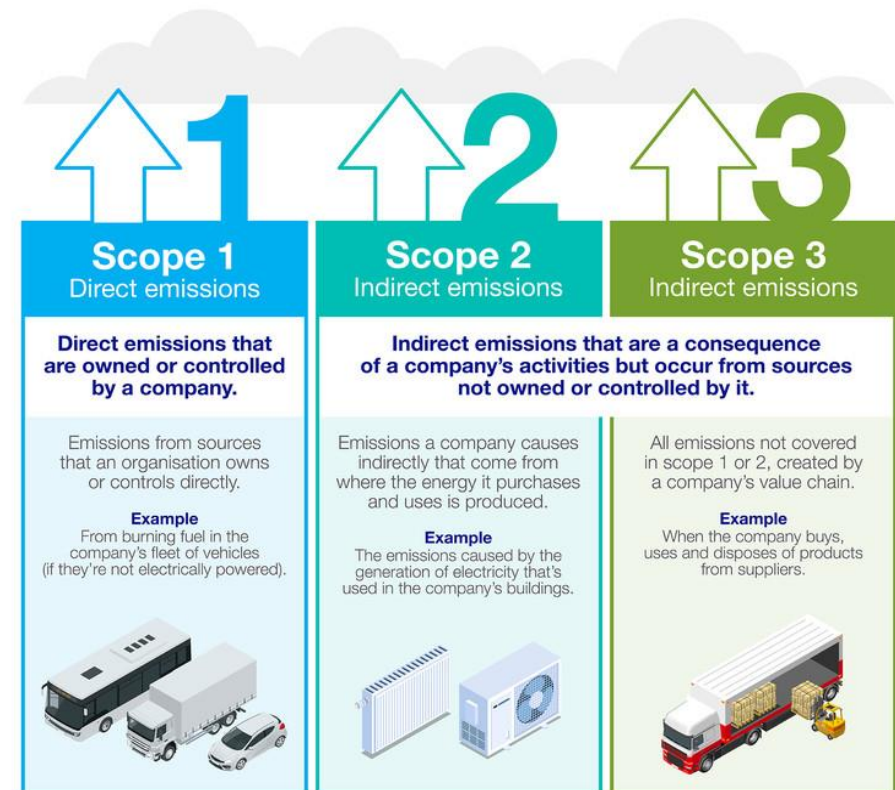
There are 5 key components that contribute to the Council's carbon neutrality target associated with the Scope 1 and 2 emissions and considered later in this report:

- i. Emissions from corporate assets where the Council has operational control **and** monetary management of energy purchasing
- ii. Emissions from operational transportation (including grounds maintenance)
- iii. Carbon reduction from sequestration i.e. coverage of tree canopies on Council land
- iv. Carbon reduction from renewable energy production i.e. solar panels
- v. Carbon reduction from the purchasing of green energy

The Council separately made a commitment for Scope 3 emissions to be carbon neutral by 2035.

## What are Scope 1, 2 and 3 carbon emissions?

The three scopes are a way of categorising the different types of greenhouse gas emissions created by a company, its suppliers and its customers.



Source: <https://www.nationalgrid.com/stories/energy-explained/what-are-scope-1-2-3-carbon-emissions>

# 3. Our Progress

We undertake an annual review of our performance set against the detailed objectives that stem from the 9 key themes. This is presented to Cabinet for scrutiny and review, with further actions or priorities set and agreed as necessary.

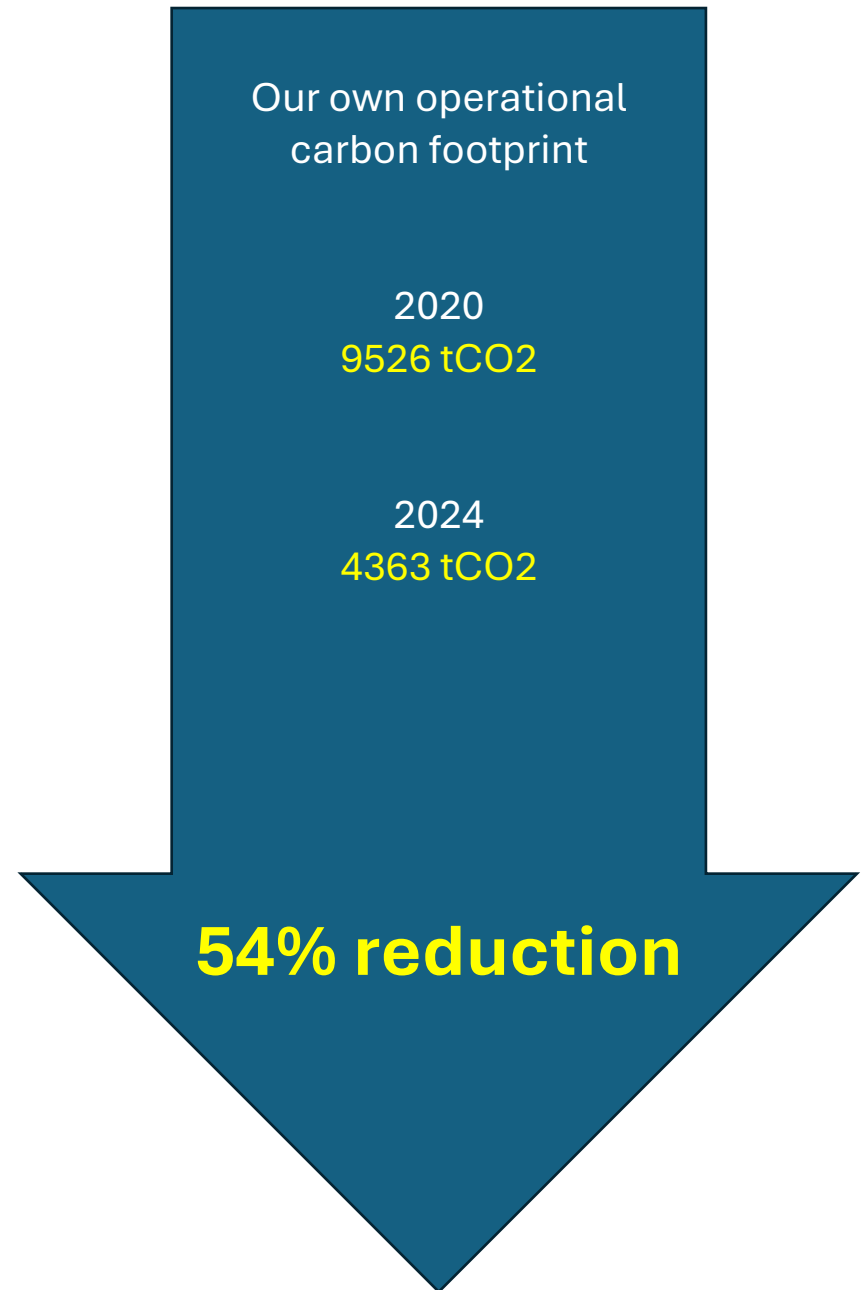
Progress is also scrutinised by Residents' Services Select Committee on an annual basis.

Our climate change activity is also considered by the Corporate Management Team and embedded within the work of officers.

This structure allows us to respond positively to the changing environment which has become progressively challenging since the declaration of the climate emergency.

The challenging financial climate means we have not been able to deliver on all our aspirations and we have focussed on delivering tangible outcomes that we have direct control over.

However, the coming pages, starting with a high level analysis of the key themes, reveal extremely positive progress from the starting position of 2020. There is a lot more to be achieved and this is reflected in priorities for the forthcoming plan period (2025-28)



Theme	Progress	Commentary
Community Leadership	Moderate	The focus has been on getting the Council's 'own house in order' which means further development of the work on community leadership is required. Work has been undertaken with the Friends of the Earth and wider Council objectives reflected in the Plan have a significant resident facing element, e.g. sustainable transportation, flood risk work, waste management activity. We will further develop educational resources to assist our communities with recording and reducing their own carbon footprints.
The Council's Own Operations	Very Positive	The progress against this objective is very positive. The main area of development is to capture all this positive work in the context of the Plan which will allow for trajectory analysis of the carbon neutral target. In turn, this will allow for the appropriate focus of attention and will assist with informing a pipeline of projects to achieve carbon neutrality.
Building Better Places	Very Positive	Progress against this objective is very positive. The Council implements the policies of the London Plan which are highly progressive in securing zero carbon development. This is also the route to securing Section 106 funds to facilitate actions elsewhere in this plan. Work is necessary to determine whether the current cost of offsetting 1tCO <sub>2</sub> (i.e. £95) from new development is sufficient.
Using and Producing Clean and Green Energy	Positive	The cost of electricity from certified renewable energy sources has become cost prohibitive. Procuring clean energy where feasible will be prioritised for the Plan period. Work on renewable energy generation at our sites is ongoing and should these begin to be delivered it is expected that a 'very positive' report will be set out in the next review period.
Waste Management	Very Positive	Progress against the waste management objectives is very positive. The Plan effectively mirrors the Waste Management strategy and there is alignment between the objectives. Development is required to capture the waste management progress in the context of climate change.



<b>Climate Change Adaptation and Mitigation</b>	Positive	Progress against this objective is positive largely due to the work on air quality and the Local Flood Risk Management Strategy alongside other flood risk related activity. There is more to be done on water efficiency and public facing campaigns, and these will be programmed as part of this Review. A climate change adaptation and mitigation action plan will be developed as part of 2025-28 Plan period.
<b>Carbon Offsetting</b>	Positive	Progress against this objective is positive largely due to the tree planting and ongoing green space management. More work is required to align this work with the objectives of the plan with particularly focus on the biodiversity work which needs to be progressed further.
<b>Sustainable Transportation</b>	Positive	Progress against this objective is positive due to the work with TFL, schools' campaigns and development of the cycle strategy. Further work on a sustainable transportation strategy needs to be programmed to ensure all the sub objectives of this theme are given attention. Importantly the work against this theme needs to be captured in the context of this Plan so as to ensure there is alignment against the climate change objectives.
<b>Transparency, Communication and Reporting</b>	Development Required	This is an area where progress needs further development. Annual progress reports are available and public scrutiny undertaken through the work of the Residents' Services Select Committee. Work will be undertaken for the new Plan period to ensure more resources and reporting is available on our website.

Very Positive	Most actions within the theme have been progressed well
Positive	Some actions within the theme have been progressed well with others programmed
Moderate	Progress has been made against a small number of the actions
Further development required	Further development against most actions in the theme is required or information is not captured.

## 4. Our Own Operational Carbon Footprint

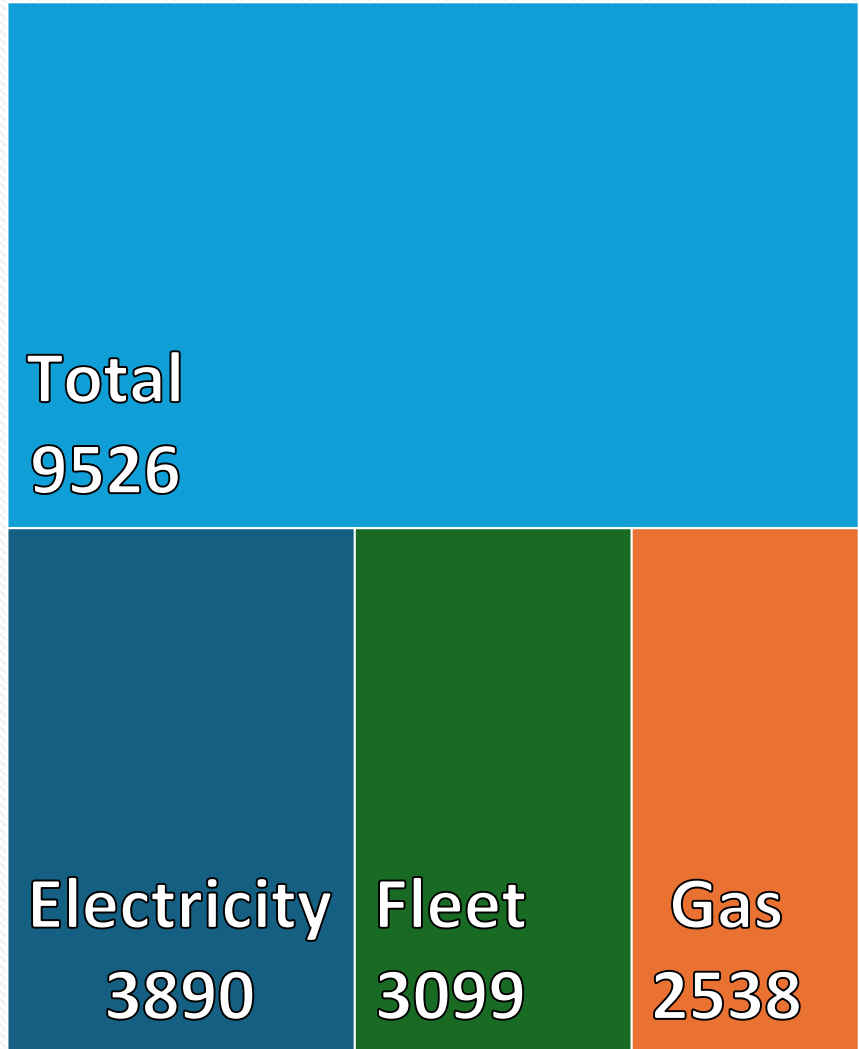
Measuring our own carbon footprint was a major part of the original Plan. We intended to lead by example and to be able to demonstrate effective carbon reduction progress.

Measuring the starting point on which to assess progress is vital. The baseline carbon footprint reported in the 2021 plan has been subject to further refinement and analysis; this was reported in the 2022 Annual Review.

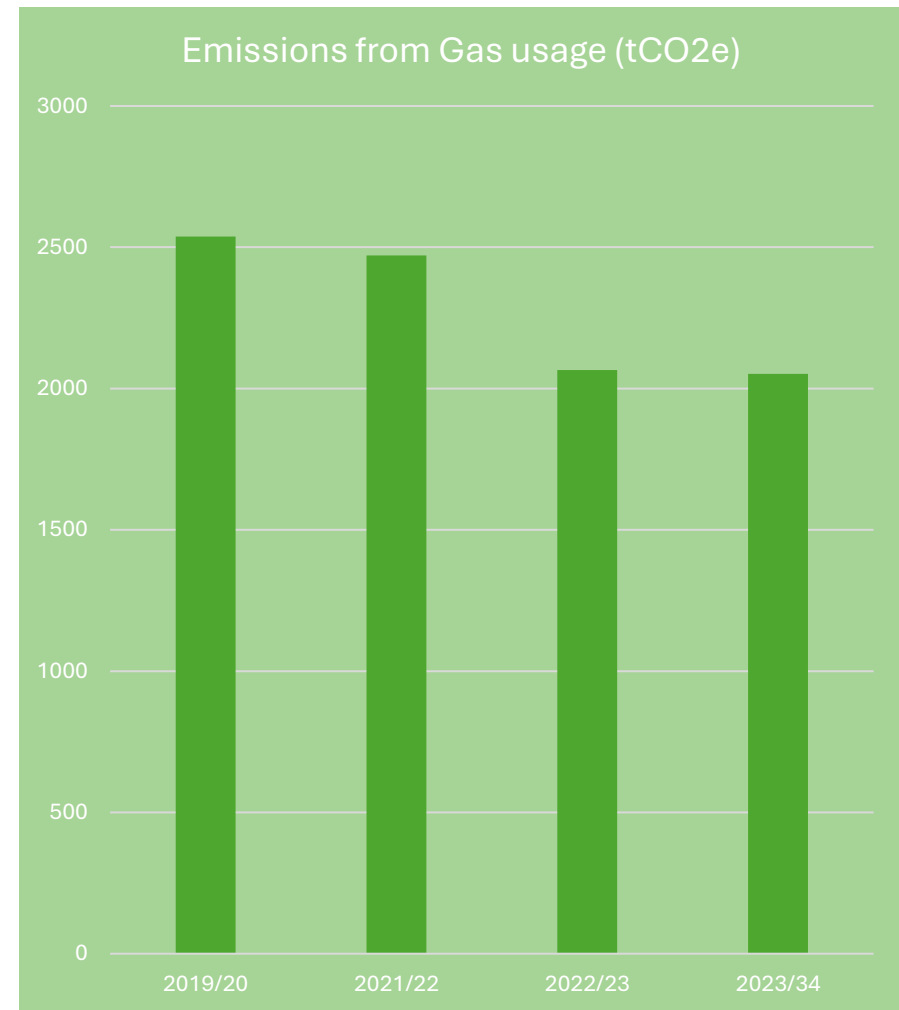
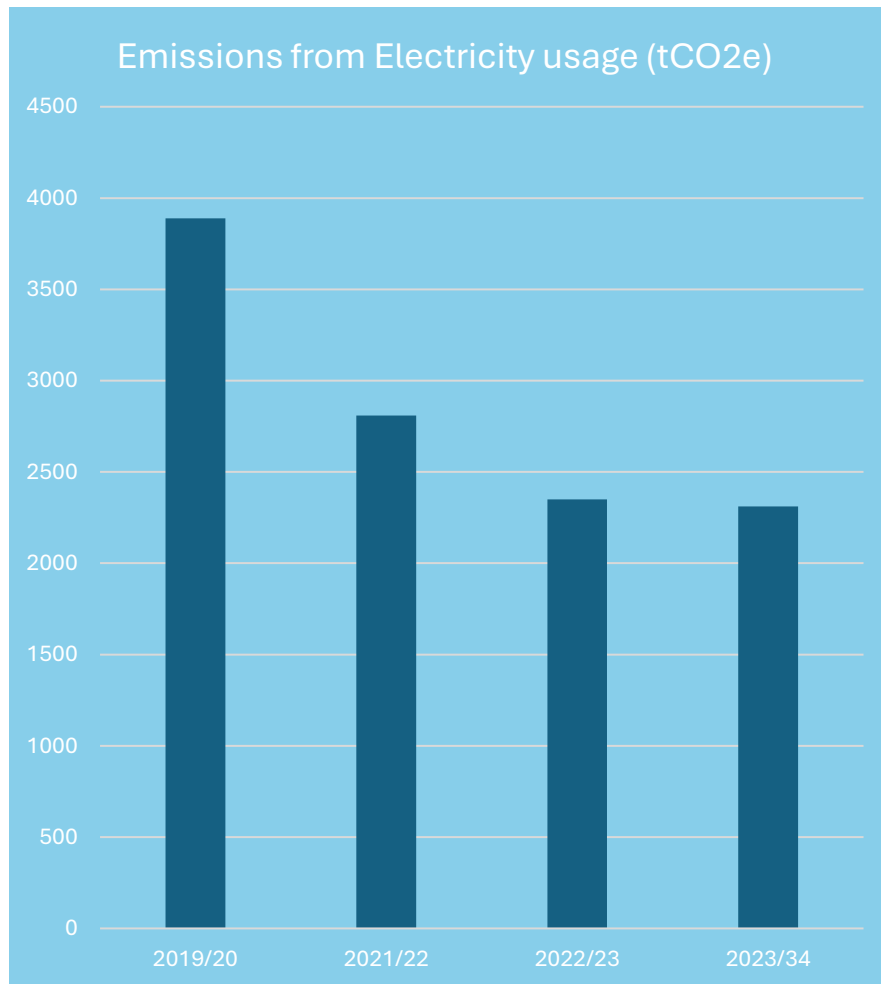
The 2021 baseline in the original Plan factored in emissions from our own housing stock which did not reflect the carbon neutral target.

Leaving this data in the baseline but not recording it subsequently would misrepresent any subsequent savings. Consequently the 2022 Annual Review provided an updated baseline which is the position on which our carbon neutral target is based. The baseline position is recorded here for ease of reference.

### 2019/20 Baseline Operational Carbon Footprint (tCO<sub>2</sub>e)



As set out in the graph below, we have made considerable carbon reduction progress since 2021. Progress is linked to direct interventions such as the installation of low and zero carbon technology, improved building performance and usage, as well as through the disposal of assets.



Progress related to emissions from electricity usage is more pronounced than with gas consumption. This is largely down to the availability of a wider range of improved technologies and because electricity consumption is a

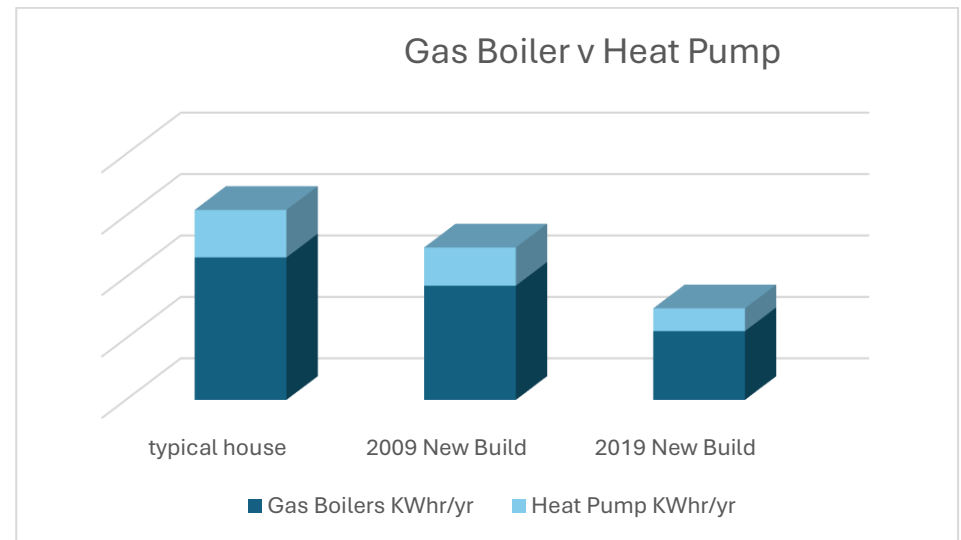
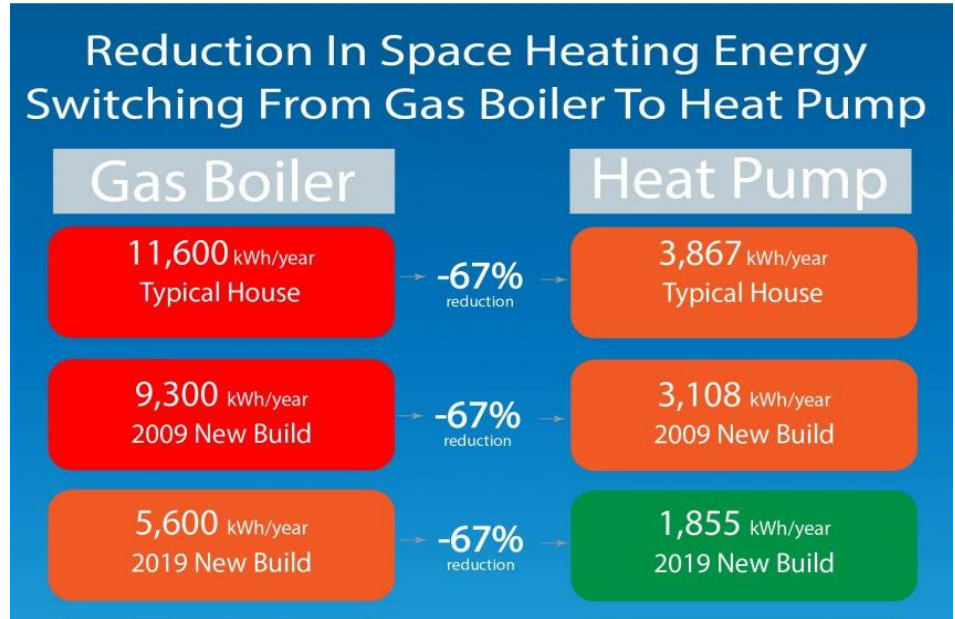
‘Scope 2’ emission and therefore benefits from improvements within the national grid.

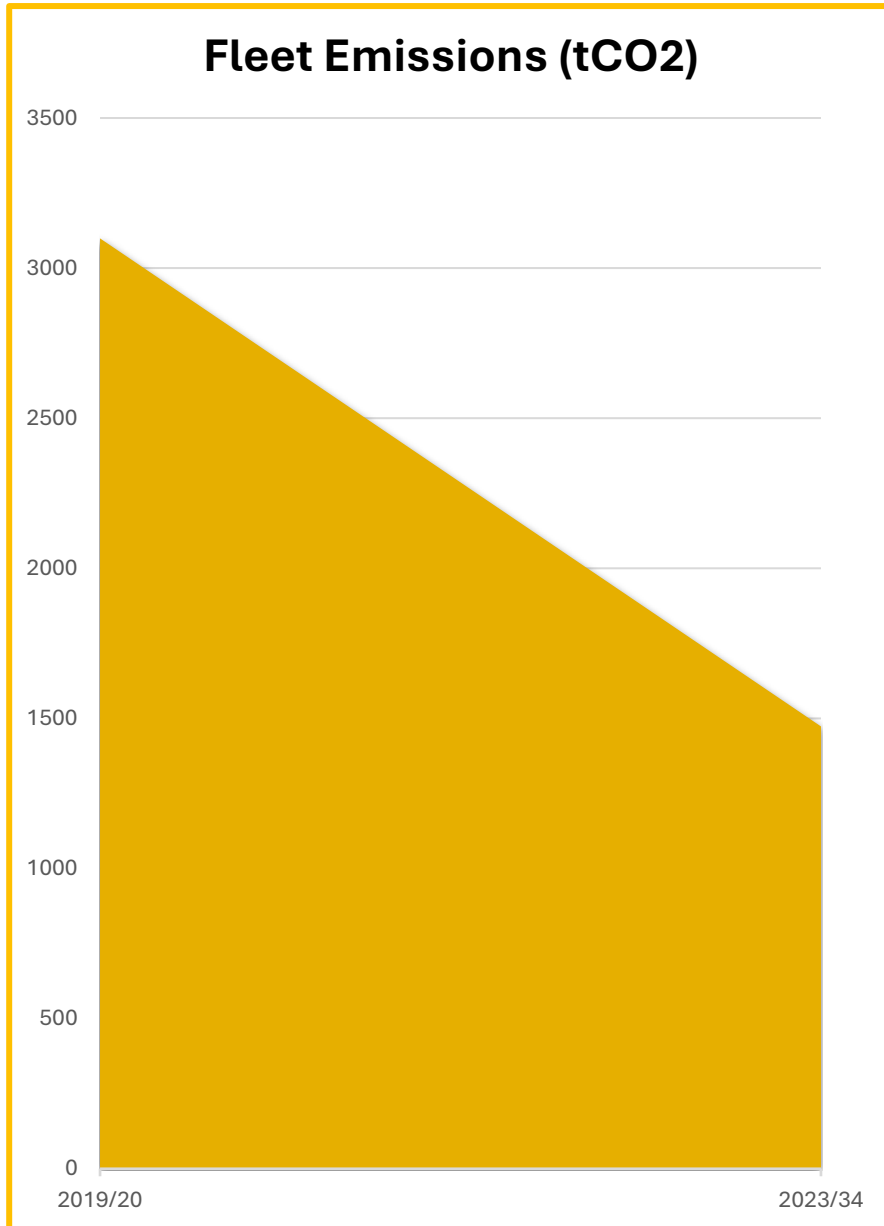
Emissions are calculated from point at which the energy source is generated. For example, the energy produced through the burning of gas within a boiler occurs directly within the appliance; conversely electricity is generated from various locations and sources across the UK before being distributed through the National Grid.

Converting the gas burned into a carbon footprint is straightforward and consistent. Carbon from electricity produced in the national grid is more complex to calculate and is dependent on the ratio of renewable energy produced to that from fossil fuels.

As renewable energy becomes more common place in the grid, the amount of carbon associated with generating a unit of electricity is reduced. If the National Grid conveyed 100% of electricity from renewable sources, our carbon footprint from our electricity supplies would be 0tCO2.

This is an important factor in managing our assets moving forward and is one of the reasons why air source heat pumps which use electricity are now preferred to gas boilers for all heating requirements.





We have over 200 vehicles in our fleet. These relate to our need to undertake a significant range of duties, including refuse collection, street cleaning, housing repairs, passenger services, green space management and mobile library services.

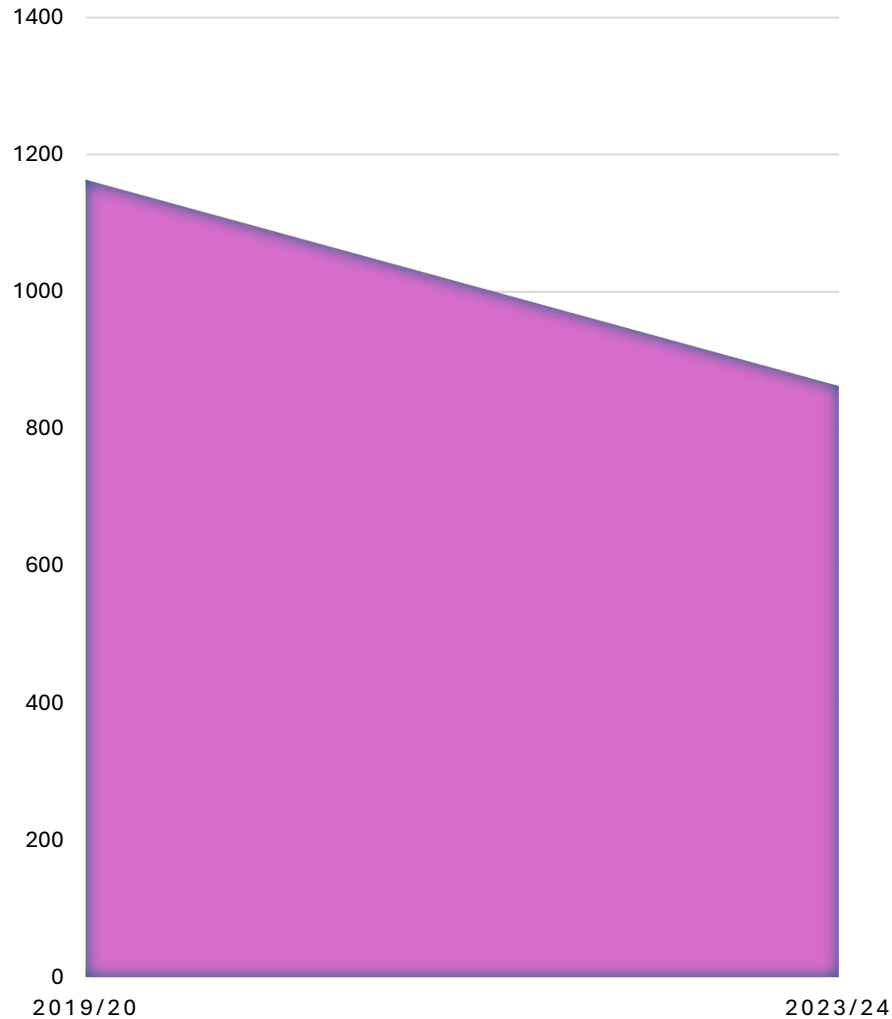
**This results in over 2,000,000 miles being driven a year.**

We have focussed a lot of attention on improving the efficiencies within our fleet vehicles. This is made up of reducing the mileage of vehicles through improved routing along with switching to more efficient vehicles with lower emissions.

A large scale fleet replacement plan is underway which will see the older diesel units removed and replaced with cleaner technology as well as electric powered vehicles. We have not pursued low emission vehicles at all costs though as larger electric vehicles are relatively new, scarce and consequently exceptionally expensive. This demonstrates a prudent balance of improving the fleet within a responsible funding envelope.



## Street Lighting Emissions (tCO<sub>2</sub>)

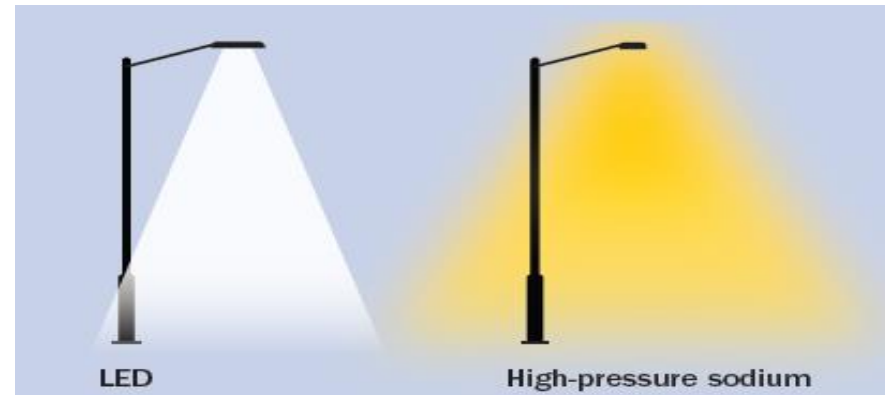


As the highway authority, we have a legal responsibility to maintain approximately 25,000 street and subway lights, as well as 3,000 illuminated signs, bollards and zebra crossings.

We have replaced all our old high pressured sodium lamps in the streetlighting with LED lanterns also also replaced 1000 bollards illuminated bollards with non-illuminated types.

LED lighting not only reduces carbon emissions but also have lower running costs (i.e. use less electricity) and have improved maintenance performance.

We will continue to review the streetlighting options recognising that this still constitutes a large portion of our carbon footprint.



## Public Sector Decarbonisation Scheme

A major workstream currently under way relates to the Public Sector Decarbonisation Scheme (PSDS). The PSDS provides grants for public sector bodies to fund heat decarbonisation and energy efficiency measures.

The Council secured £13,751,385 through Phase 3 of the PSDS. The funds, with match funding from Section 106 secured from developers, will deliver large scale carbon reduction interventions at:

- Civic Centre, Uxbridge
- Hillingdon Leisure Centre
- Highgrove Leisure Centre
- Winston Churchill Theatre and Hall

The Civic Centre work involves removing the gas based heating system and replacing with more efficient air source heat pumps, secondary glazing, and additional insulation.

The Civic Centre has always been one of the prominent factors in our carbon footprint. The baseline data from 2020 shows the Civic Centre to have a considerably higher carbon footprint; more than the nine next highest building combined.

The PSDS project is highly innovative and provides the much needed interventions within the Civic Centre; an asset that was recognised in the original Strategy as being a difficult proposition due to its age and listed status.

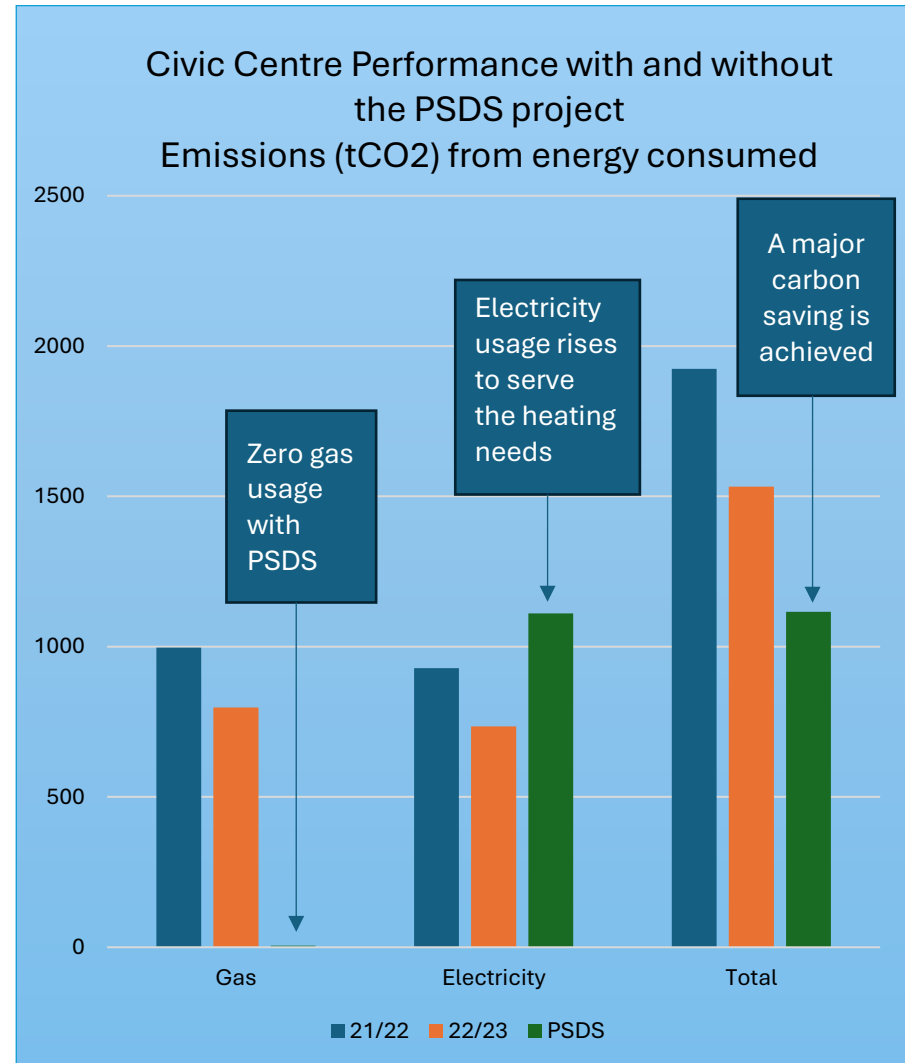
Rank	Building	tCO2
1	Civic Centre	1,867
2	Breakspear Crematorium	540
3	Uxbridge Library	162
4	Harlington Road Depot	129
5	Battle Of Britain Museum & Visitor Centre	95
6	The Pembroke Centre	80
7	Colham Road 3 Residential Home	74
8	Hatton Grove Residential Home	69
9	Queens Walk Resource & Wren Centre	63
10	Winston Churchill Hall	59

The graph opposite shows the forecasted improvements to the Civic Centre with the PSDS project intervention. The electricity supplies increase with the PSDS project (green bar in the middle) but there is no third bar on the left hand side (gas). This is because all gas boilers are to be removed.

The PSDS project will therefore result in a major impact. Importantly, the interventions will continue to bear fruit. The move from inefficient gas boilers (scope 1 emission) to state of the art electricity based air source heat pumps (scope 2 emission) means that that the carbon footprint of the building will continue to fall in line with decarbonisation of the National Grid.



By 2030, the Civic Centre would have a lower carbon footprint than in 2024 even without any further interventions.





# Overall Reduction (tCO2e)

2019/20

9526

2023/24

4363

## 5. Wider Climate Action Progress

### Tree Planting

Hillingdon is one of the greenest boroughs in London and home to a significant number of trees. Ruislip Woods National Nature Reserve is London’s single largest woodland in London covering c300 hectares.

We also have extensive tree coverage throughout our numerous parks and open spaces as well as along many of our streets.

All trees absorb carbon dioxide (known as carbon sequestration) and are therefore important in tackling climate change. Trees are also important in creating a diverse environment for wildlife and promoting biodiversity.

In addition, urban tree planting can have significant benefits in cooling, managing surface water, and removing pollutants helping to improve the environment.

To support our aspirations to become the greenest London borough we have undertaken extensive further planting.

Year	Trees Removed <sup>1</sup>	Total Trees Planted
2020/21	213	14,288
2021/22	193	11,655
2022/23	90	17,295
2023/24	55	8,378 <sup>2</sup>
<b>Total</b>	<b>551</b>	<b>51,616</b>
<i>1 – Trees removed are general because of being categorised as ‘dead, dying or dangerous’</i>		
<i>2 – Planting season is between November and March. Tree planting numbers are not yet available for winter 2024.</i>		

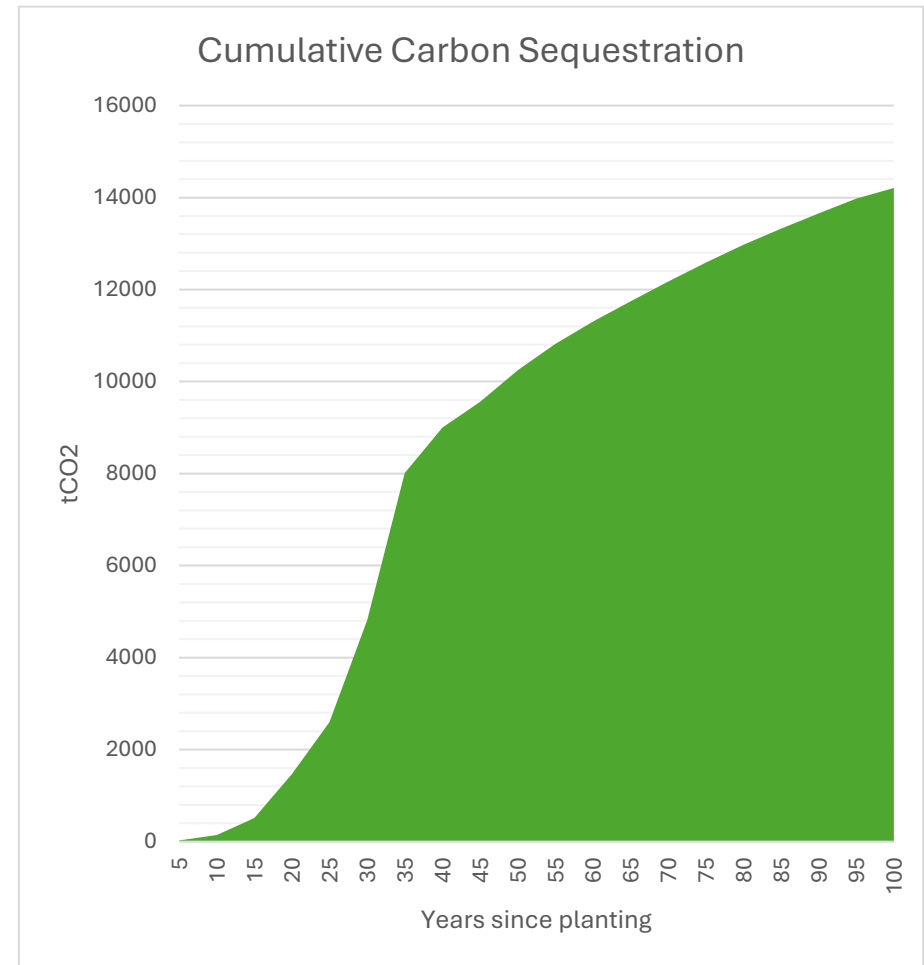
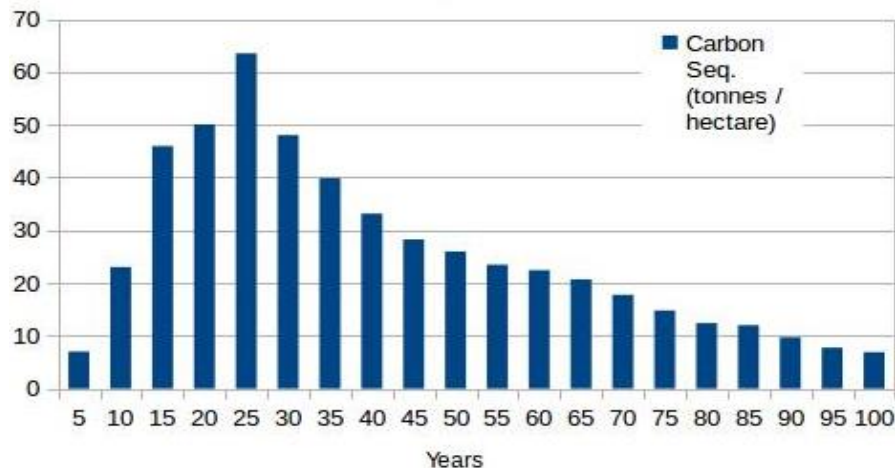
## Trees and Carbon Sequestration

Determining the carbon benefits of the trees planted is a complex task. It is not straightforward to simply equate one tree with an amount of CO<sub>2</sub> absorbed and then multiply by the number of trees planted.

Trees capture very little CO<sub>2</sub> in their formative years. To the contrary; delivery of the saplings, soil disturbance through planting and use of machinery create a carbon footprint of its own. Large scale tree planting can start life with a negative carbon footprint.

However, over time the extent of carbon absorption increases significantly peaking at around 25 years of growth. It is estimated that 1 hectare of woodland will capture approximately 60tCO<sub>2</sub> for the five year period between years 20 and 25.

*Carbon captured every 5 years from 1 hectare of woodland (not cumulative)*



Applying the broad formula to the planting of our c50,000 trees, overtime the cumulative capture of carbon will be significant, c14,000tCO<sub>2</sub>. These figures are estimates based on the Woodland Code and further detailed analysis is being undertaken to determine the extent of carbon capture of newly planted trees, as well as the annual capture from all our existing woodland.

## Green Space Management

Open and green spaces play an invaluable role in tackling climate change and creating climate resilient places. They also have significant benefits for the natural environment, human health and well-being. Natural areas provide opportunities for physical activity, social interactions, and stress relief. Urban green spaces can lead to improved mental and physical health. They also have direct impacts by storing carbon, aiding cooling and assisting with the management of surface water.

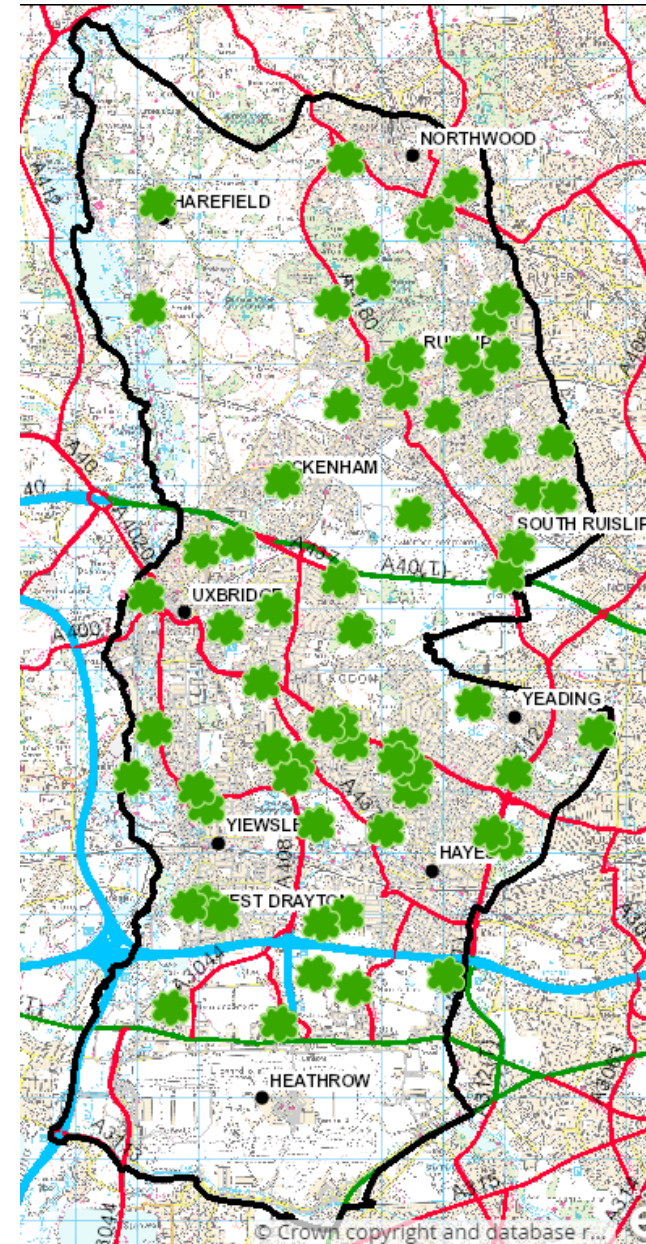
We recognise the importance of our parks as reflected in the 2024 announcement that we retained 67 Green Flag awards. An award that recognises parks and green spaces of the highest calibre.

*This is fantastic news for residents who continue to see investment, maintenance and improvements to the green spaces which make our borough so pleasant.*

*We're committed to creating a green future for residents and nature and this is reflected in the continued prioritisation of our parks as key assets for all.*

*The Green Flag Awards show these parks meet the highest international standards so we don't take for granted having achieved the top spot nationally for 12 years in a row.*

*Cllr Eddie Lavery, Hillingdon Council's Cabinet Member for Residents' Services*



## Climate Change Resilience and Adaptation

The climate has already changed. As set out above, the climate data for the UK shows significant variations to those historically recorded. The UK has wetter periods, more intense weather events such as storms as well as warmer and drier periods.

All this places a great deal of strain on environmental and social conditions, which ultimately have negative economic impacts. Climate change adaptation and resilience is therefore about how to respond to the irreversible impacts that have already happened.

In the context of climate change, the Intergovernmental Panel on Climate Change (IPCC) defines adaptation as the process taken to “adjust to the actual or expected climate and its effects”. Resilience to climate change is defined as the capacity to prepare for, respond to, and recover from the impacts of climatic events while incurring minimal damage to societal wellbeing, the economy and the environment.

The running of our green spaces, the planting of trees and the management of flood risk all help to make us more resilient and adaptable to the changing climate. Tree planting helps to increase areas of cooling, outdoor space provides environmental protection and reduces overheating whilst managing flood risk responds to the more impactful weather events.

## Flood Risk Management

In the context of flood risk management, we have a statutory role as the Lead Local Flood Authority (LLFA) to manage and coordinate flood risk action.

We recently adopted our Local Flood Risk Management Strategy which sets out how we intend to manage flood risk and undertake a leadership role.

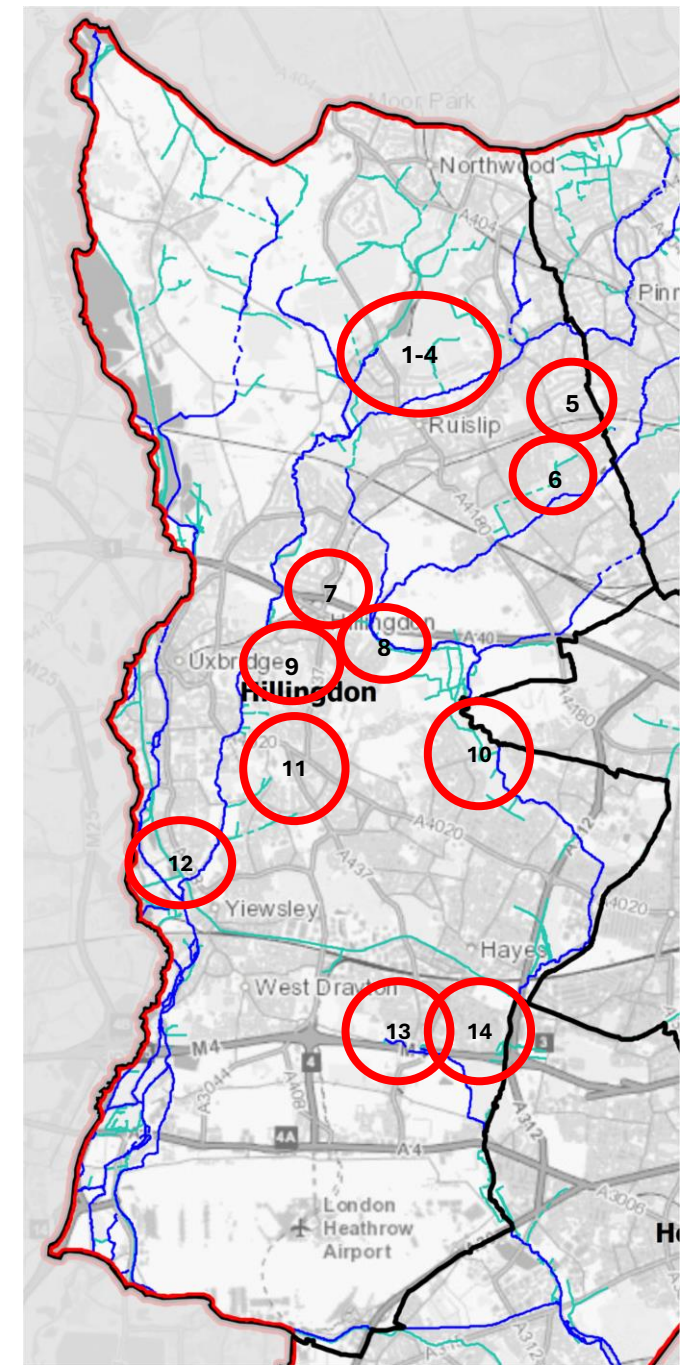
Included within our role as a LLFA is the need to identify and deliver new projects to help reduce flood risk. We lever in funding from external sources to identify and prioritise areas for flood risk management.

The details on the following page outline some of the projects we have delivered or currently in the process of developing.



No.	Name of Flood Risk Project	Stage
1	Park Wood SSSI NFM* Phase 1 and 2	Phase 1 completed Phase 2 under development
2	Pinn Meadows NFM	Under development
3	Kings College Road Rain Gardens	Due to commence
4	Property Level Protection (50+ properties) (Environment Agency Project)	Nearing completion
5	Eastcote Rain Gardens	Completed
6	Bessingby Park Flood Attenuation	Completed
7	A40 Infrastructure Flood Alleviation	Feasibility Stage
8	Elephant Park Flood Attenuation	Completed
9	Court Park Flood Attenuation	Completed
10	Kingshill Flood Alleviation	Feasibility Stage
11	Colham Green Flood Alleviation	Feasibility Stage
12	River Colne Fish Passage	Feasibility Stage
13	Frogs Ditch Catchment	Under development
14	Croyde Avenue Estate	Completed

\*NFM: Natural Flood Management

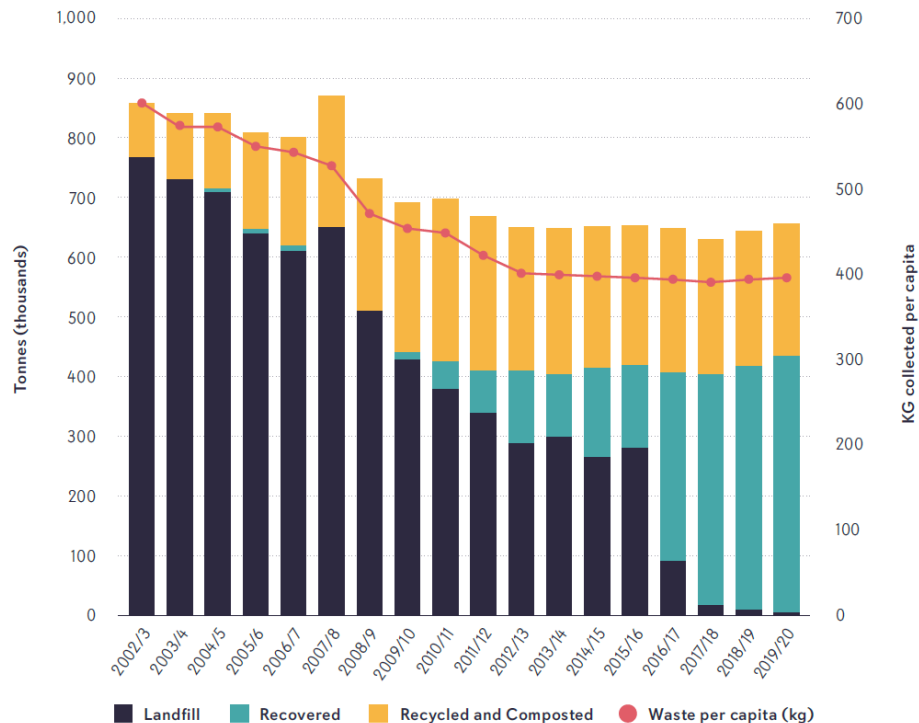


# Waste Management

We are one of 6 authorities that come under the waste management umbrella of the West London Waste Authority (WLWA). The WLWA is a statutory waste disposal authority and is responsible for disposing of our waste.

We work with residents and business to help reduce waste in accordance with the waste hierarchy. Some of the positive work we have undertaken to reflect the higher levels of the hierarchy are set out on the next page. Once collected, though, the waste is then disposed of by the WLWA.

Page 43



The graph shows the significant reduction in waste sent to landfill. This is because the WLWA work in partnership with operators of two energy recovery facilities. This means waste that historically was buried in a hole in the ground is now recovered for energy production:

*Around 96% of west London’s rubbish is sent to generate energy at two Energy Recovery Facilities (ERFs).*

*Most is sent to the Severnside Energy Recovery Centre (SERC) located beside the river Severn just north of Bristol. The facility is part of the Authority’s Residual Waste Services Public Private Partnership Contract with SUEZ UK Limited. The facility is able to treat 400,000 tonnes of rubbish and has its own bottom ash treatment plant to turn the ash into an aggregate with a recognised end product status for use in construction projects.*

*The other facility is located close to Heathrow Airport and is run by a company called Lakeside Energy from Waste Ltd. Our arrangement is with one of the co-owners of the Lakeside facility, Viridor Waste Management.*

*Energy from Waste facilities offer a modern treatment process that means your waste is used to generate energy in the form of both heat and power (electricity). This waste is used instead of coal, oil or gas to produce energy.*

<https://westlondonwaste.gov.uk/where-your-waste-goes>

### **Leading by example on waste collection**

We have improved our own recycling services at the Civic Centre and at Harlington Road Depot with waste electrical equipment (WEE) collections available to all staff.

### **Working with Businesses**

We have liaised with almost 3000 businesses about the importance of food waste collections with most also now have waste segregation facilities

Changes to waste service management system allows better monitoring and education of improved waste segregation

Improved waste segregation services at New Years Green Lane civic amenity site

### **Working with Schools**

We have undertaken school visits in 2023 to educate on waste reduction behaviours and importance of recycling

We have engaged with 28 schools on food waste recycling, including signing up to our services to support with collection issues

### **Supporting West London Waste Authority**

We Promote and encourage attendance at repair workshops in partnership with Traid, Restart party, Friends of the Earth, Freegle and Hillingdon's Doctor Bike, ReLondon and WLWA.

We hold two annual repair events to allow residents to learn how to extend the life of equipment.

### **Supporting Residents**

We have engaged 50,000 residents and secured 12,000 new signatories to our food waste collection services.

We have organised 13,000 roadshows and engaged with 3,500 residents to educate on food waste, recycling and WEE collections.

We have collected almost 10 tonnes of small electrical waste diverting it away



## Planning and New Development

The London Plan sets out the planning policy for all new major development to be zero carbon. This has resulted in a greatly improved new building stock within the borough.

On average new residential development is estimated to have approximately **60% lower** carbon emissions onsite than an equivalent building regulations compliant scheme.

Developments that don't achieve the zero carbon standard on site are required to make a contribution to our carbon offset fund depending on the shortfall.

This results in both a much improved building stock but also provides a funding source to allow us to make carbon savings in our own buildings for example in the Civic Centre.

### Biodiversity Net Gain

We are also now implementing the recent planning changes to secure biodiversity net gain which will help in responding to the decline of our natural environment.

We will continue to develop how to exploit the biodiversity net gain opportunities within the borough to maximised benefits for our own natural environment

### London Plan Policy

#### SI 2 Minimising greenhouse gas emissions

A Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance.

B Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

### Heathrow Expansion

The 2021 reaffirmed our opposition to runway expansion at Heathrow Airport. Whilst no proposals have been presented subsequently, we will continue to oppose runway expansion due to the extensive negative environmental and social impacts.

## Sustainable Transportation

As an outer Borough, we have a relatively high car ownership to the rest of the London. We have links to the neighbouring counties as well as central London and with less public transportation than other boroughs, the car remains a vital part of life.

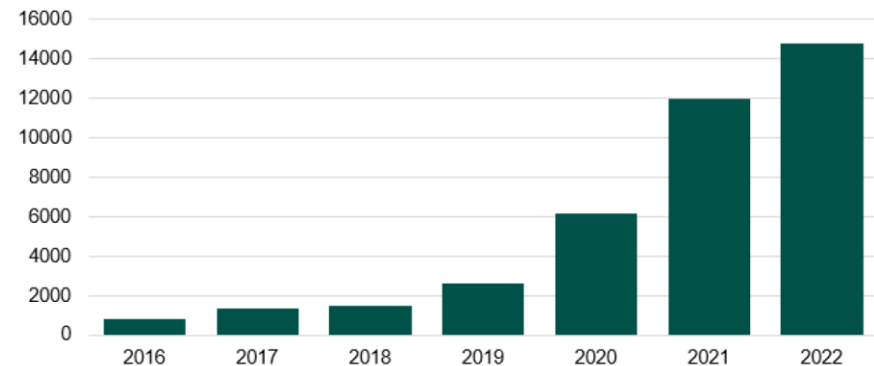
This means actions to enforce a dramatic modal shift away from the car is likely to have significant negative social and economic impacts. It is therefore necessary to balance carefully the need to improve alternative options for our residents and businesses whilst recognising that private vehicle travel remains an important choice.

The Elizabeth Line has resulted in an improved connection into London and to Heathrow Airport greatly reducing vehicular traffic on the road but there is a need to improve the facilities and options across the borough.

### Electric Vehicles

To assist with these options we launched our electric vehicle charging strategy in 2023. This sets out our initial approach to improving infrastructure on our own sites. Combined with progressive planning policies to secure vehicle charging points in new development, there is a much greater coverage of the facilities to support and influence the demand in electric vehicles.

### Registered plug-in vehicle registration across the borough (cumulative)

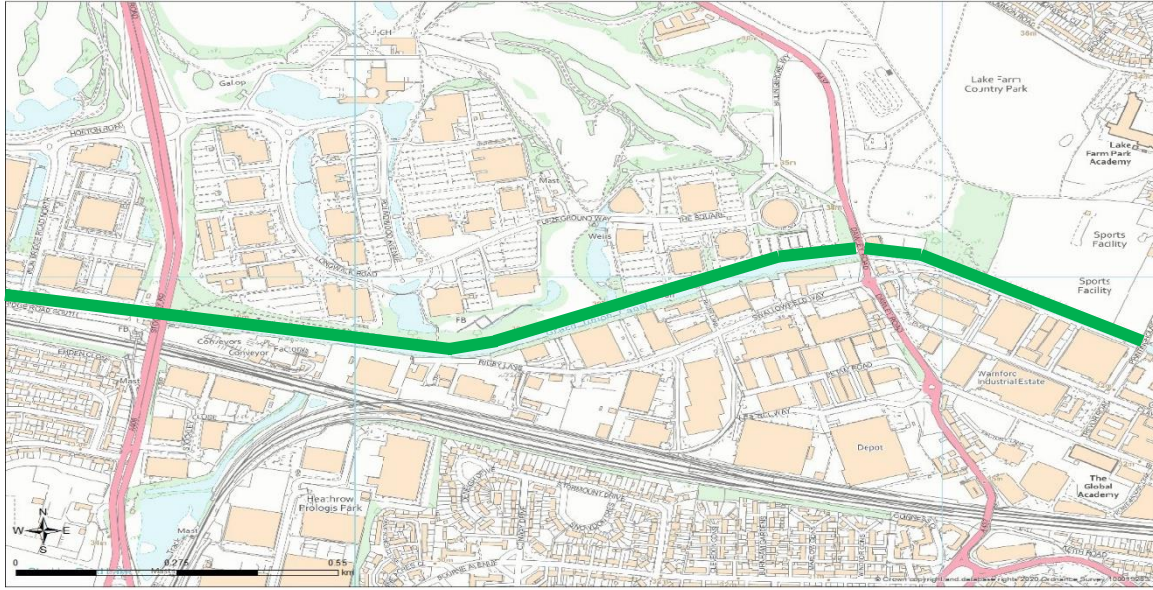


### Cycling

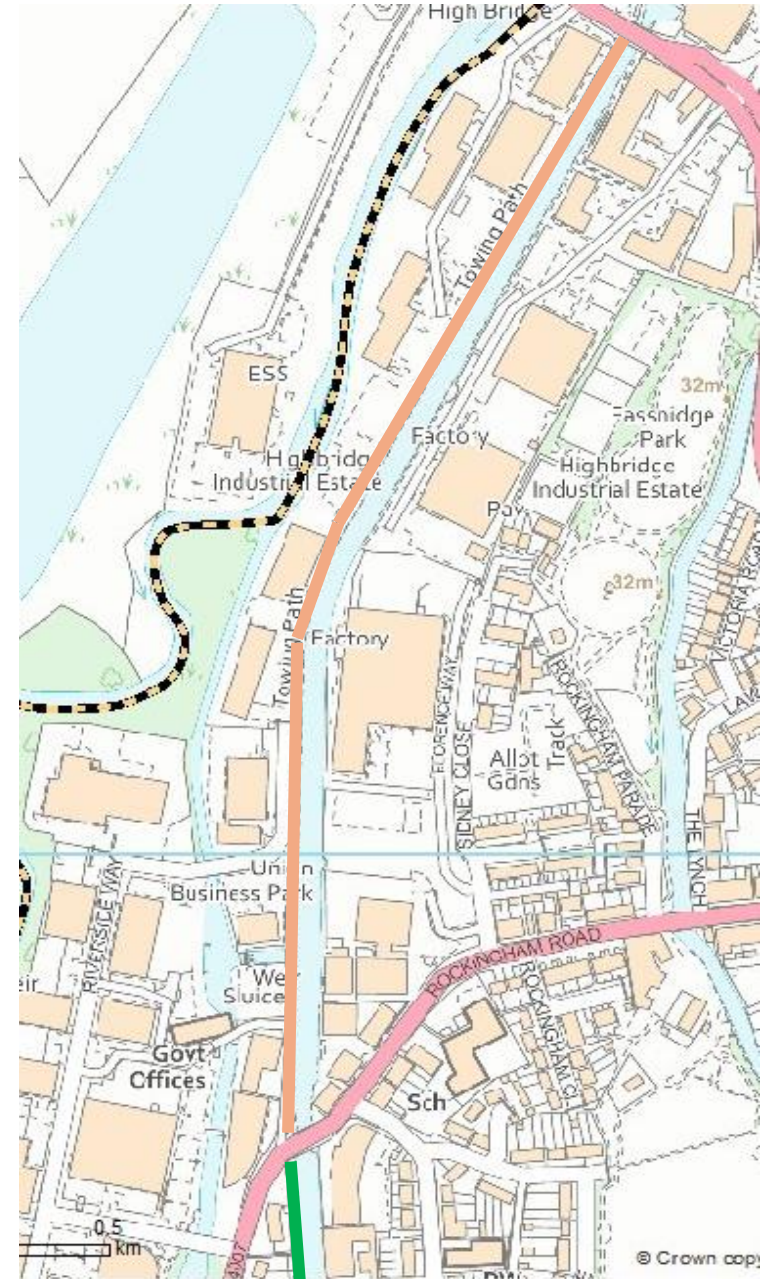
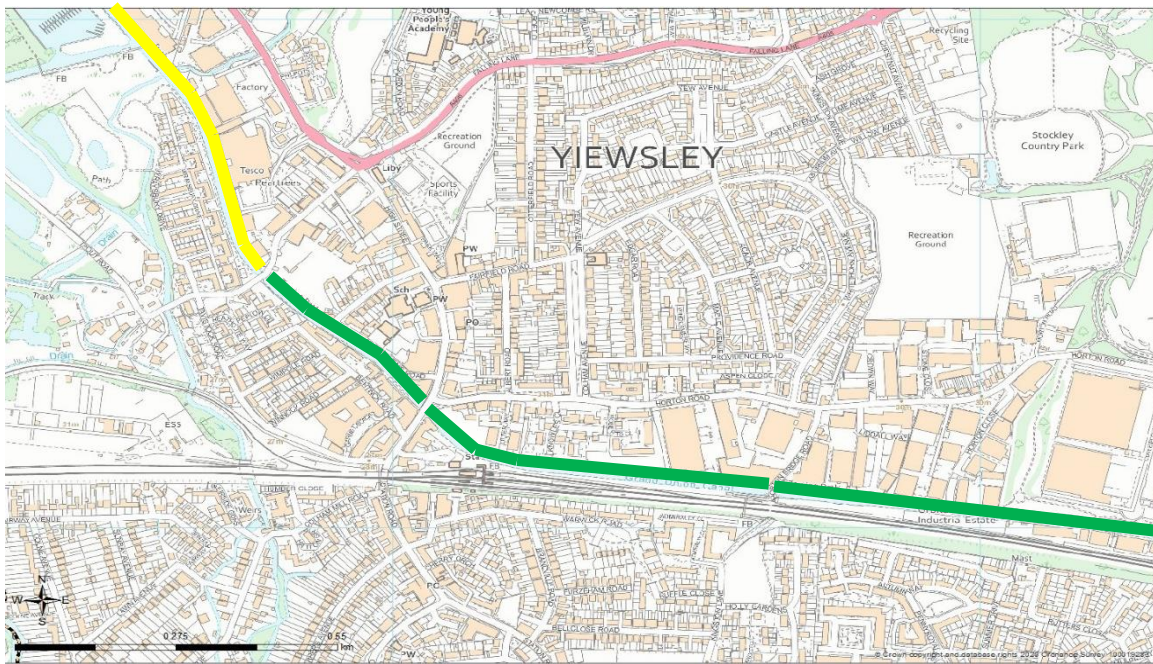
In early 2024 we consulted on our new cycling strategy which builds on our previous positive progress. This promotes 6 new cycling routes within the borough and supports those routes already provided or being developed.

The School Travel and Road Safety (STaRS) Team also offers training to all our schools allowing pupils to learn the necessary skills to cycle for travel. Cycle skills sessions are also offered to children and adults between the months of April and October at Field Heath School Cycle Track. Dr Bike events run throughout the year allowing residents to have minor bike repairs and checks free of charge in numerous locations around the borough.

Schools are encouraged to develop School Travel Plans through TfL's Travel for Life programme. The STaRS team works with schools to develop the plans and promote them in communities through campaigns in order to support active and safe cycling.



Some of the lengths of the Grand Union Canal towpath (for cyclists and pedestrians) that have been improved (green), being improved (brown), or planned to be improved (yellow).



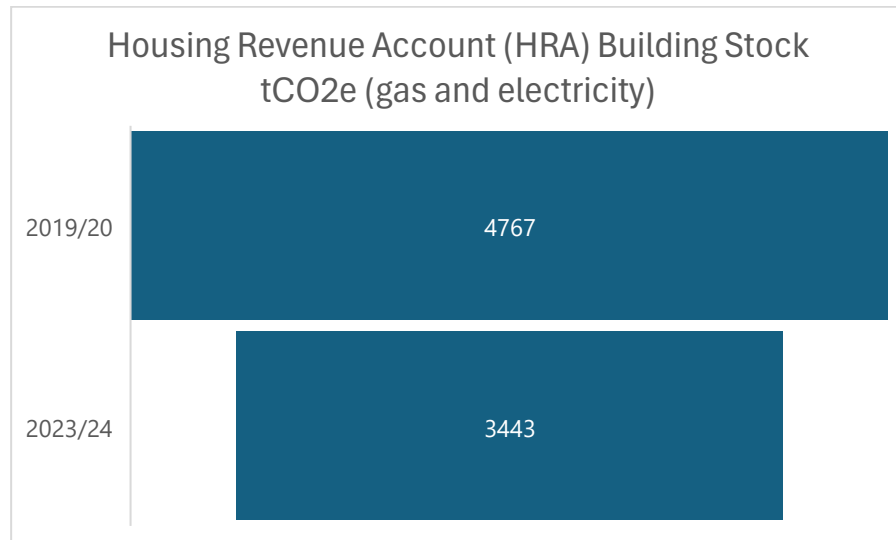
## Carbon Neutral Borough

Our own carbon neutral target is set out above and relates to our operational work. In terms of buildings, it covers assets within our financial **and** operational control. We do have a range of other assets that do not trigger one of those criteria. For example, we don't have full control over the energy used within our housing stock but we have embarked on a significant suite of improvements that has resulted in a reduced carbon footprint as set out below.

The work completed on these assets all contribute to the aspiration of having a carbon neutral borough in line with the Government 2050 target. We also recognise that these works improve the performance of the buildings, reduce energy costs for our residents and promote a healthier lifestyle.

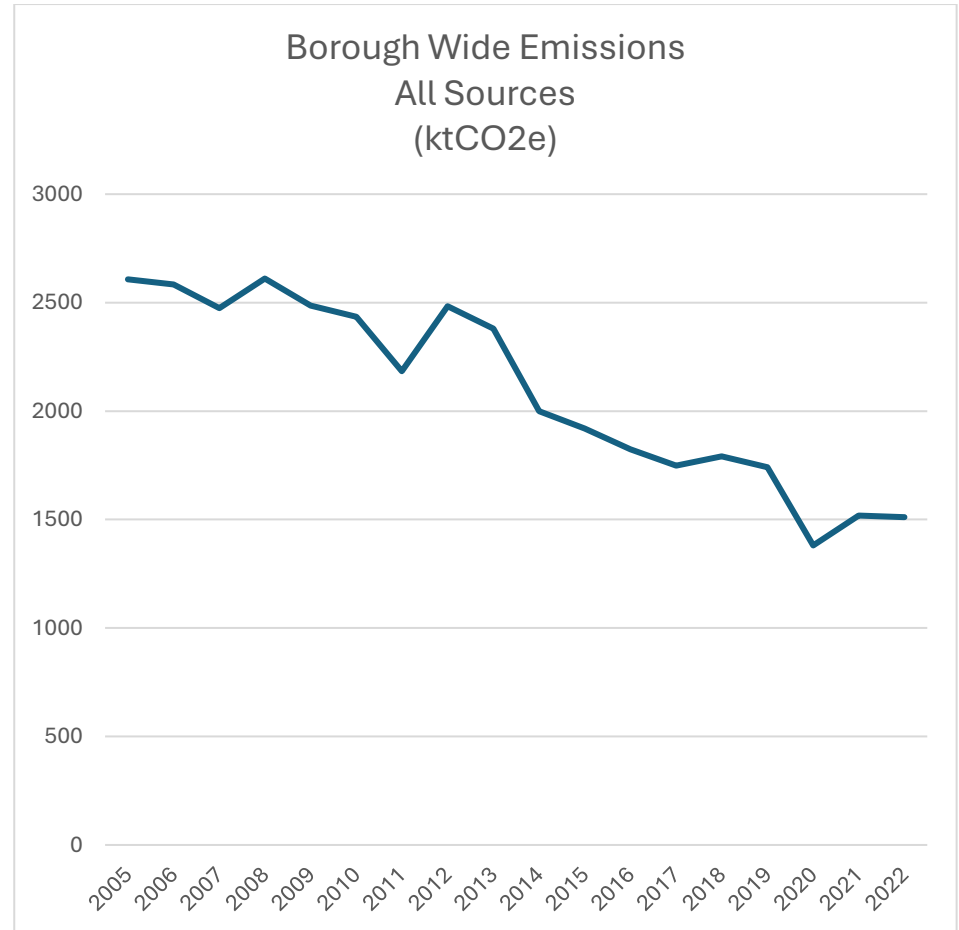
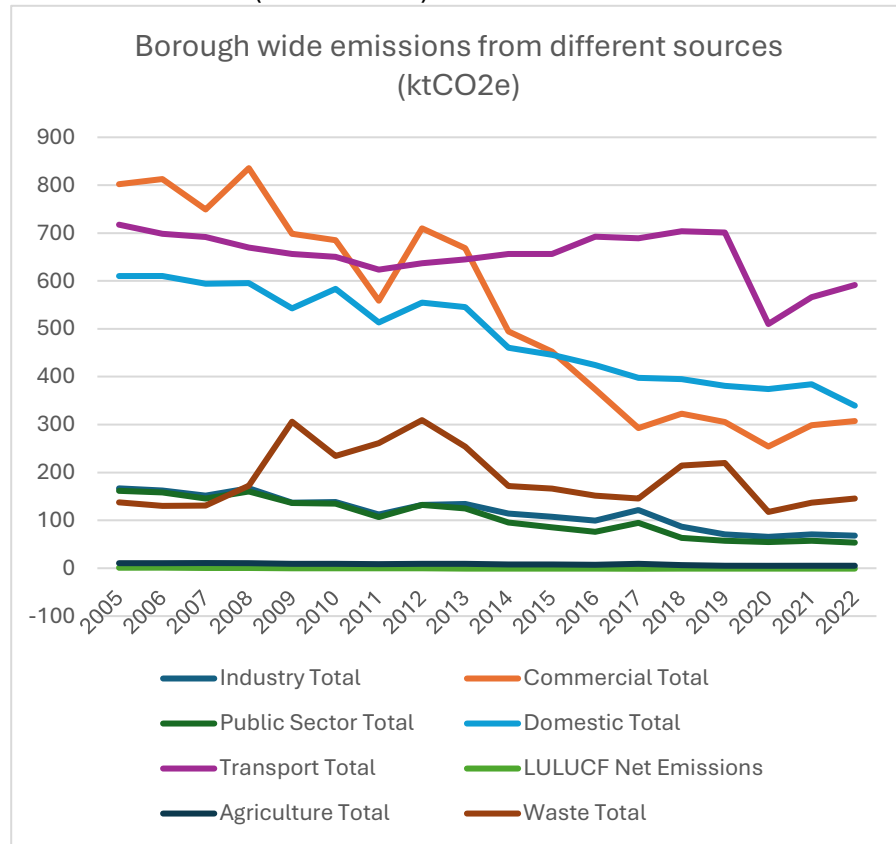
Some of the improvements we have delivered in our building stock:

- Intelligent lighting within car parks (Cedars, Blyth Road, and Grainge's)
- Improved LED communal lighting in low and medium rise blocks.
- 920 homes upgrades through the Green Homes Grant
- 433 homes with upgraded EPC certificates
- 1144 individual measures through the Green Homes Grant
- Cavity wall insulation delivered through the Social Housing Decarbonisation Fund
- 573 efficient boilers as part of the 2022/23 replacement programme
- 2006 efficient boilers replaced in the 2023/24 replacement programme
- 1917 efficient boilers replaced in the 2024/25 replacement programme underway



Across the wider borough the emissions are inevitably significant. The location of Heathrow in the south along with many strategic transport routes results in a above average borough wide carbon footprint.

Despite this and consistent with the UK carbon footprint the graph below shows improvement across the borough. The emissions are associated with industrial, commercial, public sector, domestic, forestry, agriculture and waste. The totals are shown in ktCO2e (1000tCO2e).



We do not have control over these emissions but can use our position to encourage others to take action. Clarifying the emissions across the borough and then taking positive action will be programmed for the medium to long term.

Data from: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2022>

## 6. Actions for 2025-28

The 2020 Action Plan contained a range of ambitious objectives covering a wide scope of activities. As set out above, progress has been highly positive despite the challenges facing the Local Authority.

Continuing to focus resource and attention where it is most impactful remains our priority. This review allows us to set out what we consider are the essential workstreams to continue to meet our commitments and achieve our vision.

Specific actions related to businesses will follow once more work has been undertaken to understand the baseline position to ensure action can be prioritised.

The Action Plan set out below is a refinement of the previous version and sets out work to be undertaken over the short (1 year) to medium term (2 – 3 years).

The Action Plan has also been updated to reflect the motions approved by Council after the adoption of the previous Action Plan

The proposed plan will inevitably be subject to change and review through the annual reporting process alongside scrutiny of Cabinet and the Residents' Services Select Committee.

### Guide to review

<b>Theme</b>	Theme headings remain consistent with the 9 key themes
<b>Ref</b>	New Actions are given a 'R' prefix to differentiate from the original plan prefix of 'C'
<b>Action</b>	This provides a description of the Action to be taken within this plan period.
<b>Commentary</b>	Provides a brief statement of the relationship between the stated action and any previous iterations
<b>Timeframe</b>	The intended scope of completion/delivery for the Action

## Community Leadership

Ref	Action	Commentary	Timeframe
R1.1	To provide a dedicated online resource to provide information on how to record your carbon footprint alongside actions that can help reduce it. The resource will also outline options for external funding and how to improve an individual's environmental footprint.	Merged C1.2 and C1.12	25/26
R1.2	To promote and support volunteer groups with dedicated climate and environmental objectives.	Hillingdon Friends of the Earth regularly engaged with bi-monthly meetings to continue.	Ongoing
R1.3	To bring together community and business groups, along with other interested parties as part of a 'people's assembly' to discuss and shape revisions to the review of the Climate Action Plan in 2 years time.	This action would overlap with the motion of the Council in November 2021 for a 'People's Assembly'	2026
R1.4	To use our unique access to communities through, for example residents associations, to support and promote climate action.	Revision to C1.3 Through existing engagement channels	Ongoing
R1.5	During 25/26, the Council will engage all schools within the borough and support them in the publication of a climate action plan with annual progress reports to be provided thereafter.	Revision to previous objectives to rationalise and focus the output. To be delivered subject to external funding (Section 106 funds)	25/26

## The Council's Own Operations

Ref	Action	Commentary	Timeframe
<b>R2.1</b>	All our operational assets under our direct operational control and financial management will be accredited as carbon neutral by 2030. Other assets we own but not under our control will be decarbonised in line with prevailing legislation and, go even further with the availability of additional funding.	Action Retained	<b>Ongoing</b> Trend analysis to be delivered in 2025.
<b>R2.2</b>	By 2030, our fleet will be powered by the cleanest available technology available within budget constraints and suitable for the operational requirement.	Action Retained	<b>Ongoing</b>
<b>R2.3</b>	Ensure all corporate plans and strategies, particularly regarding estate management and property disposal evaluate and mitigate for climate impacts.	No change	<b>Ongoing</b>
<b>R2.4</b>	Undertake feasibility studies and act to install small scale low and zero carbon technologies in our own building stock.	Action Retained	<b>Ongoing</b>
<b>R2.5</b>	To ensure procurement practices align with the objectives of this Plan	Action Revised for short to medium term recognising the Council motion that 2035 is the target date for Scope 3 emissions (i.e. those embeded within the supply chain)	<b>Ongoing</b>
<b>R2.6</b>	To ensure our street lighting assets are targeted for further carbon reductions, using new low energy and renewable technologies.	Action Retained	<b>Ongoing</b>



## Building Better Places

Ref	Action	Commentary	Timeframe
C3.1	To use the development plan system to ensure all new major development will be zero carbon.	Action Retained	Ongoing
C3.2	To consider new planning policies to ensure all non major new development is also zero carbon.	Action Retained	Ongoing
C3.3	To ensure no new development is built in high and medium flood risk areas unless absolutely necessary and only then when flood risk management is properly understood and mitigated in accordance with council flood policy.	Action Retained	Ongoing
C3.4	To ensure all new development is environmentally responsible, including protecting existing designations and sites of interest.	Action Retained	Ongoing
C3.5	To ensure all new [add] <i>major</i> development contributes and supports the goal of sustainable transportation, such as the promotion of public transport, cycling or EV charging.	Small amendment to align with Planning Policy	Ongoing
C3.6	To ensure that wherever possible during development, existing trees are retained. Where they cannot be retained, new trees should be planted to facilitate carbon gain.	Action Retained	Ongoing

## Using and Producing Clean and Green Energy

Ref	Action	Commentary	Timeframe
R4.1	To ensure and certify that the Council secures energy supplies from low or clean forms of generation by 2030 [add] <i>where feasible</i> .	Revised Purchasing renewable energy at any cost would not be a prudent use of public money and would have an unlikely impact on the grid availability of green energy. A more prudent approach is necessary.	Ongoing
R4.2	To investigate opportunities for large scale electricity generation from Council owned land (e.g. solar farms).	No change	Ongoing

## Waste Management

Ref	Action	Commentary	Timeframe
R5.1	Lead by example with a clear waste collection and sorting strategy for the Council's own operations with year on year targets for improvements.	No change	Ongoing
R5.2	Support the West London Waste Authority on waste reduction campaigns.	No change	Ongoing

<b>R5.3</b>	Work with businesses to reduce waste productivity and to provide more opportunities to customers to reduce and recycle their waste.	No change	<b>Ongoing</b>
<b>R5.4</b>	Encourage and support residents and communities to avoid, reduce, reuse, and recycle waste in that order.	No change	<b>Ongoing</b>
<b>R5.5</b>	To ensure all waste is managed sustainably and there is transparency and information on processes the Council utilises and destination of waste.	No change	<b>Ongoing</b>

## Climate Change Adaptation and Mitigation

<b>Ref</b>	<b>Action</b>	<b>Commentary</b>	<b>Timeframe</b>
<b>R6.1</b>	To develop a climate change adaptation and mitigation action plan.	No change	<b>26/27</b>
<b>R6.2</b>	To review the Council's water consumption for its own operations (such as green space watering, depot operations and corporate buildings) and put in place measures to reduce consumption	Revised to be more feasible	<b>Ongoing</b>
<b>R6.3</b>	To ensure the Council's flood resilience and management work incorporates a changing climate and that the Council's own land and property decisions consider the need to make space for water.	No change	<b>Ongoing</b> and reflected in the recent Flood Risk Strategy

## Carbon Offsetting

R7	Action	Commentary	Timeframe
R7.1	To develop an offset strategy to develop local solutions to any remaining residual carbon emissions from council operations.	No change	26/27
R7.2	To develop a tree and green space management strategy that supports and accounts for the offsetting objectives and commitments.	No change	25/26
R7.3	Understand and increase current carbon sequestration through increased planting and changes to green space management.	No change	25/26
R7.4	Increase the number of trees, particularly in urban areas to complement objectives to improve air quality and promote urban wildlife.	No change	Ongoing
R7.5	To exploit opportunities to increase carbon sequestration to maximise opportunities for biodiversity and flood risk management	No change	Ongoing

## Sustainable Transportation

Ref	Action	Commentary	Resources
R8.1	Produce a sustainable transportation strategy that reflects the objectives and commitments in this strategy.	No change	26/27

<b>R8.2</b>	Work with TFL to improve bus connectivity and services.	No change	<b>Ongoing</b>
<b>R8.3</b>	Identify opportunities for improved cycleways, cycle paths and public rights of way.	No change	<b>Ongoing</b>
<b>R8.4</b>	To promote cycling opportunities through campaigns and awareness events.	No change	<b>Ongoing</b>
<b>R8.5</b>	To secure improved cycling facilities across the borough.	No change	<b>Ongoing</b>
<b>R8.6</b>	To review the electric charging vehicle action plan in line with changing demand and data.	Reviewed We have adopted an EV charging strategy but this needs to be kept under review to ensure it aligns with demands.	<b>26/27</b>
<b>R8.7</b>	To ensure the Council's Air Quality Action Plan aligns with the objectives in this plan to ensure a safe transition to increased levels of cycling and walking in urban areas.	No change	<b>25/26</b>

## Transparency, Communication and Reporting

<b>Ref</b>	<b>Action</b>	<b>Commentary</b>	<b>Timeframe</b>
<b>R9.1</b>	To ensure transparency in the Council's measuring of carbon footprints with clear details on methodologies as well as the outputs. All details to be available online.	No change	<b>25/26</b>
<b>R9.2</b>	To publish an annual progress report of the objectives of this plan	No change	<b>Annual (Sept/Oct)</b>
<b>R9.3</b>	To establish a People's Assembly to consider review of the Actions necessary to meet the Corporate Climate Commitments.	Revised	<b>2026 (Oct/Nov)</b>



**Cedar of Lebanon**

Cranford Park, Hayes  
100 to 200+ years of age

## INFRASTRUCTURE FUNDING STATEMENT 2023/24

<b>Committee name</b>	Residents' Services Select Committee
<b>Officer reporting</b>	Andrew Tebbutt, Place Directorate
<b>Papers with report</b>	Infrastructure Funding Statement ("IFS") 23/24
<b>Ward</b>	All

### HEADLINES

In accordance with the Community Infrastructure Levy Regulations 2010 (as amended) any authority that receives contributions from development through the Community Infrastructure Levy (CIL) or Section 106 Planning Obligations must prepare and publish an Infrastructure Funding Statement (IFS) by 31st December each year. This IFS presents information on CIL and S106 receipts and expenditure for the 2023/2024 financial year.

This funding statement is also being considered by Cabinet at its meeting on 12 December 2024.

### RECOMMENDATION

**That the Residents' Services Select Committee notes the contents of the Infrastructure Funding Statement 2023/24 and provides any comments to Cabinet.**

### SUPPORTING INFORMATION

The statutory Infrastructure Funding Statement (IFS) has been completed for the 2023/2024 financial year.

Some of the key figures are outlined below:

#### 1. Mayoral CIL

The Council is a CIL collecting authority for Mayoral CIL. An administration fee of 4% is retained by the Borough and all remaining funding is transferred to Transport for London to be spent on transport infrastructure.

#### Mayoral CIL Income:

Admin Fee Retained	£129,774.67
Total Transferred to TfL	£3,114,592.77
<b>Total Collected</b>	<b>£3,244,367.44</b>

## 2. Hillingdon CIL

The Council adopted the Hillingdon CIL in April 2014. As the collecting authority the Local Planning Authority retains a 5% administration fee. The remainder of the funding is allocated to the Council's Capital Programme and Chrysalis Fund.

### Hillingdon CIL Income:

Admin Fee	£134,837.86
Total Spent	£2,561,919.99
<b>Total Collected</b>	<b>£2,696,757.85</b>

### Hillingdon CIL Expenditure:

Chrysalis Programme	£354,584.41
West Drayton Leisure Centre	£2,207,335.58

## 3. S106 Planning Obligations

### S106 Planning Obligation:

S106 Only (Excluding S278)	
2023/24:	£'000
Opening Balance 1 <sup>st</sup> April 2023	25,416
Total income for the year 2023/24	4,874
Total Expenditure for the year 2023/24	1,331
<b>Closing Balance 31<sup>st</sup> March 2024</b>	<b>28,959</b>
Total Unallocated Balance for the year 2023/24	15,984

### Number of New Planning Legal Agreements

Deed of Variation to Existing Agreements	20
New Full Agreements	57
<b>Total New Agreements</b>	<b>77</b>

A full list of S106 allocations and expenditure is provided within the full IFS document.

## PERFORMANCE DATA

The key figures are outlined above in regard to the money arising from developer contributions. It should be noted that the scale of contributions collected will often vary each year and is largely determined by scheme implementation and market conditions.

Previous year Infrastructure Funding Statements are published at the following:

[Community Infrastructure Levy - Hillingdon Council](#)

Quarterly schedules of S106 financial contributions are published at the following:

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Residents' Service Select Committee - 27 November 2024

Classification: Public



## **RESIDENT BENEFIT**

The information in the IFS will be informative to residents, service users, community and businesses to show how much infrastructure funding has been collected and spent related to new development.

## **FINANCIAL IMPLICATIONS**

The publication of IFS is informative only as it reports on collection and spend that has already occurred. There are no financial implications of publication.

## **LEGAL IMPLICATIONS**

The Council is obliged under Regulation 121A and Schedule 2 to the Community Infrastructure Levy Regulations 2010 (as introduced in the 2019 CIL Amendment Regulations) to publish the attached IFS by 31<sup>st</sup> December 2024.

## **BACKGROUND PAPERS**

None.

## **APPENDICES**

Appendix 1 - Infrastructure Funding Statement 23/24

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London Borough of  
Hillingdon  
Annual Infrastructure  
Funding Statement  
For  
Community Infrastructure Levy and  
Section 106

Reporting Period:  
From 01 April 2023 to 31 March 2024

## **Preface**

This Infrastructure Funding Statement has been prepared in accordance with the detailed requirements set out in regulation 121A and schedule 2 of the Community Infrastructure Levy 2010 (as amended) and is expected to include:

- A list of the infrastructure projects or types of infrastructure projects which will be wholly or partially CIL funded.
- Details of neighbourhood CIL collected and spent, and any CIL allocated but not spent.
- Detail on S106 financial and non-financial obligations, which may also include section 278 contributions.

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# 1 Introduction

Welcome to the London Borough of Hillingdon's Infrastructure Funding Statement for the 2023/24 financial year.

This Statement will provide information on CIL and S106 receipts for the 2023/2024 financial year and report on how they were allocated and spent. The report concludes with a brief comment on future spend priorities.

This report consists of the following sections:

- CIL income and allocation/expenditure
- S106 income, allocation and spend.
- S106 non-financials delivery and spend.

## 2 Community Infrastructure Levy

### 2.1 CIL Summary

The London Borough of Hillingdon is a CIL charging authority. It is responsible for collecting both Hillingdon CIL and the Mayoral CIL set by the Mayor of London.

#### 2.1.1 Hillingdon CIL (HCIL)

Hillingdon's CIL has been charged since August 2014 and has been increasing with indexation since its introduction. The charges (with indexation) from January 2025 are as follows:

#### London Borough of Hillingdon CIL Charging rates 2014 / 2025

Use Type	Charging Schedule Rate 2014 (per sq.m.)	Rate including Indexation 2025 (per sq.m.)
Large format retail development (A1) greater than 1,000 sq. m, outside of designated town centres	<b>£215.00</b>	$£215 \times 391 / 237 = \text{£}354.70$
Offices (B1)	<b>£35.00</b>	$£35.00 \times 391 / 237 = \text{£}57.74$
Hotels (C1)	<b>£40.00</b>	$£40.00 \times 391 / 237 = \text{£}65.99$
Residential Dwelling Houses (C3)	<b>£95.00</b>	$£95.00 \times 391 / 237 = \text{£}156.73$
Industrial (B8)	<b>£5.00</b>	$£5.00 \times 391 / 237 = \text{£}8.25$
All other uses	<b>£0.00</b>	$£0.00 \times 391 / 237 = \text{£}0.00$

*N.B. Rates have been rounded to 2 decimal places so CIL liabilities may differ slightly when calculating using the formula as set out in the CIL Regulations 2010 (as amended).*

#### 2.1.2 Mayoral CIL (MCIL)

Mayoral CIL monies are transferred to Transport for London on a quarterly basis to be spent on Elizabeth Line financing and other transport infrastructure. See:

[Mayoral Community Infrastructure Levy | London City Hall](#)

## 2.2 Community Infrastructure Levy Matters Community Infrastructure Levy Regulations (2019 Amendment) Regulation 121A Schedule 2 Section 1

### 2.2.1 CIL Income 2023/24

Hillingdon's CIL monies are allocated to fund infrastructure delivered through both the Council's Capital Programme and the Chrysalis programme. In line with the CIL Regulations, a further 5% of the total CIL monies collected is spent on the costs of administering CIL. The percentage taken may differ due to Land payments (including payments in-kind and infrastructure payments) not being allocated to administration expenses however, no in-kind payments were made in 2023/24.

The total collected by London Borough of Hillingdon for the reported year under Regulation 59E (CIL returned to the Charging Authority after five years if not spent) was £0.00 and under Regulation 59F, CIL collected and retained by the Charging Authority for areas that are not designated the Chrysalis Programme, was £0.00.

Table 1 below compares the total amount of CIL income collected in the last financial year by category:

	2023/24 (£)
<b>Strategic HCIL (80%*)</b>	£2,157,406.31
<b>Neighbourhood HCIL (15%*)</b>	£404,513.68
<b>Total HCIL admin (5%*)</b>	£134,837.86
<b>TOTAL HCIL</b>	£2,696,757.85
<b>Mayoral CIL (transferred to Transport for London*)</b>	£3,114,592.77
<b>Mayoral CIL admin (4%*)</b>	£129,774.67

\*Percentages are approximate in accordance with the CIL Regulations 2010 (as amended).

### 2.2.2 Hillingdon CIL Allocations and Expenditure 2023/24

The strategic portion of HCIL expenditure is currently allocated in accordance with the Council's Financial Capital Programme. The programme sits within the Council's Medium-Term Financial Forecast (MTFF) which is approved by Cabinet and provides information on capital expenditure, capital financing and capital receipts over a five-year period.

#### 2.2.2.1 Allocation's process

The Capital Programme is the plan for investment in the borough's infrastructure called capital projects. Specific capital projects are identified primarily through the Council's annual budget. Service managers submit proposals for new projects, outlining the reasons and benefits for the proposal and the estimated cost and method of financing.

Proposals are reviewed by senior managers across the organisation chaired by the Corporate Director of Finance. If proposals are deemed satisfactory at this stage, they are included in further submission to the Leader of the Council. Following a public consultation in December, any further feedback on the final revised five-year capital programme is submitted to Cabinet and Council for approval in February each year.



In order to formally proceed with implementation, all individual capital expenditure projects require a formal democratic decision from the Leader of the Council and Cabinet Member for Finance to release the monies included within the capital programme budget.

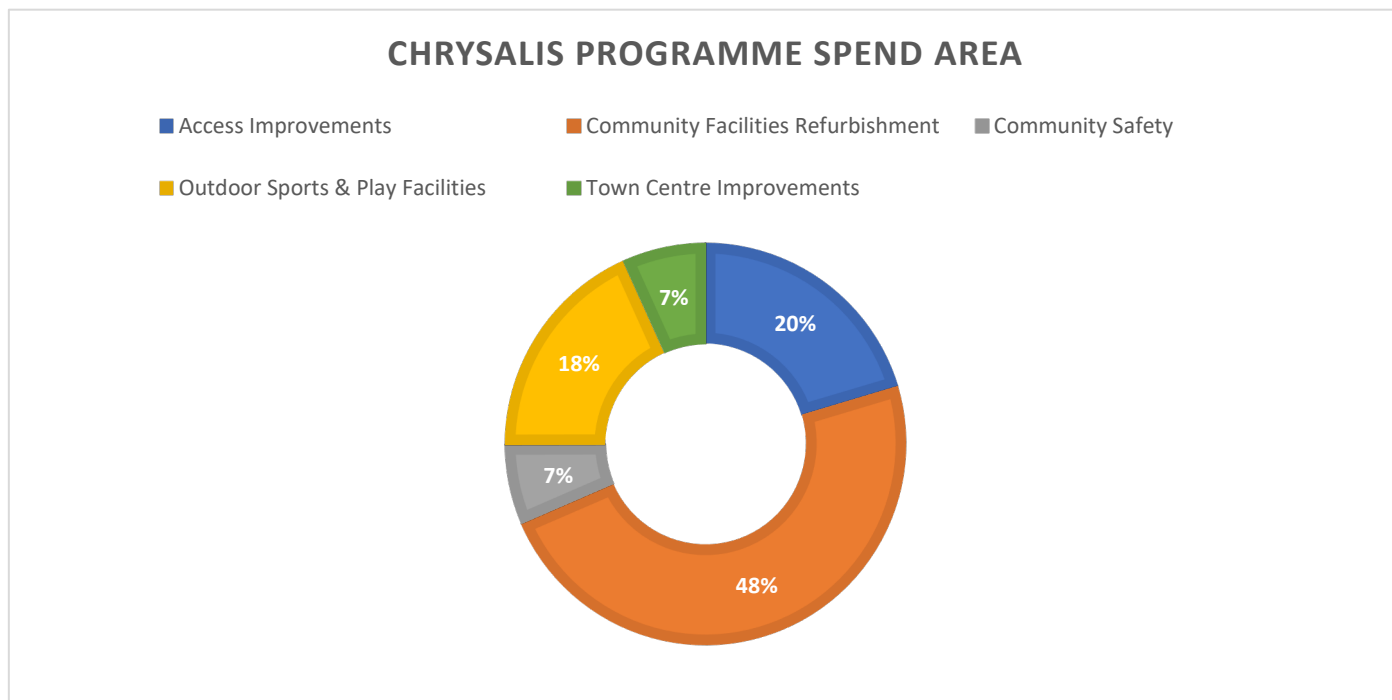
In the 2023/24 financial year a total of £2,696,757.85 of HCIL was collected by the Council. In addition, a total of £0.00 of unused HCIL has been carried forward from 2022/23 into 2023/24. Monies collected were allocated and spent on the following capital projects listed below:

Hillingdon CIL Spend	Total (£)
<b>Strategic HCIL</b>	
New West Drayton Leisure Centre	2,157,406.31
<b>Neighbourhood CIL</b>	
Chrysalis Programme	354,584.41
New West Drayton Leisure Centre	49,929.27
<b>Total HCIL Infrastructure Financing*</b>	<b>2,561,919.99</b>
Administration Fee (5%)	134,837.86
HCIL not used & Retained (Carried forward to 2024/25)	0.00
<b>Total Hillingdon CIL Receipts</b>	
Hillingdon CIL Brought Forward from 2022/23	0.00
Hillingdon CIL 2023/24	2,696,757.85
	<b>2,696,757.85</b>
N.B. figures have been rounded to 2 decimal places within the Council planning system so percentages may differ slightly.	

### 2.2.3 Neighbourhood CIL

Neighbourhood CIL funding schemes across the borough are delivered through the Chrysalis programme - local bids are accepted and reviewed for funding. In 2023/24, £354,584.41 of HCIL collected was spent on the local schemes in the Chrysalis Programme.

Figure 1 below summarises the type of schemes that were funded as part of the Chrysalis Programme and the percentage of the total fund each project category spent. Please see Appendix 1 for a full breakdown of schemes.



## 2.2.4 Mayoral CIL

In the 2023/24, £3,244,367.44 was collected in the London Borough of Hillingdon on behalf of Transport for London (TfL). These funds are transferred to the Mayor of London following the deduction of 4% administration charge which is retained by the Council. The total admin fee collected by the London Borough of Hillingdon in the previous financial year came to £129,774.67. Please find a summary table of the Mayoral CIL for the 2023/24 financial year below:

MCIL	Amount collected	Amount Paid to TFL	Admin (4%)
Q1	£ 1,745,349.30	£ 1,675,535.33	£ 69,813.97
Q2	£ 1,030,935.83	£ 989,698.41	£ 41,237.42
Q3	£ 372,441.30	£ 357,543.66	£ 14,897.64
Q4	£ 95,641.01	£ 91,815.37	£ 3,825.64
<b>Total</b>	<b>£ 3,244,367.44</b>	<b>£ 3,114,592.77</b>	<b>£ 129,774.67</b>

## **2.2.5 Future CIL Spend Priorities**

### **2.2.5.1 Hillingdon CIL Spend Priorities**

For the 2024/25 financial year the priority for the Council's strategic CIL receipts will be allocated to fund the new West Drayton Leisure Centre. This was approved as part of the 2024/25 budget.

For the time period beyond this project, the Council is currently reviewing the infrastructure needs related to growth targets within the Development Plan. This work is being undertaken in coordination with a review of both the Local Plan and Community Infrastructure Levy (CIL). The spend will be aligned with the definition of strategic infrastructure as set out in the CIL Regulations.

### **2.2.5.2 Neighbourhood CIL**

For 2024/25 Neighbourhood CIL will continue to fund or part fund the Chrysalis Programme. Again, bids sought will fall under the following funding areas: education improvements, community safety improvements, access improvements, outdoor sports and play facilities and town centre improvements. A review of spend priorities for 2025/26 will take place as part of the budget setting process.

## 3 Section 106

### 3.1 Section 106 Summary

#### 3.1.1 Section 106 Balances

The table below shows the current S106 balance held by the Council at the beginning and end of the 2023/24 financial year. This shows that just under £4.9 million of new S106 income was received and over £1.3 million was spent.

<b>S106 only (excluding S278)</b>	
<b>2023/24:</b>	<b>£'000</b>
Opening Balance 1st April 2023	25,416
Total income for the year 2023/24	4,874
Total Expenditure for the year 2023/24	1,331
Closing Balance 31st March 2024	<b>28,959</b>
<b>Total Unallocated Balance for the year 2023/24</b>	<b>15,984</b>

#### 3.1.2 New Section 106 Contributions Agreements

During the 2023/24 financial year, a total of 77 new legal agreements were signed to deliver specific financial and non-financial obligations as set out in the relevant planning legal agreements. Of these 77 legal agreements, 20 were variations to existing agreements secured through a Deed of Variation. The list of sites with legal agreements signed in 2023/24 is provided in Appendix 2.

The 77 legal agreements previously mentioned contained 247 non-financial covenants and 127 financial obligations. The list of non-financial and financial covenants secured in the 2023/24 financial year can be found in Appendix 3 & 4 respectively.

#### 3.1.3 S106 Non-Financial Obligations

Non-financial obligations are those mitigation measures secured that are typically delivered by the developer through direct on or offsite provision. The types of non-financial benefits negotiated by the Council include but are not limited to:

- Affordable Housing units
- Construction Training
- Highways and Public Realm works
- Travel Planning
- Parking Permit Restrictions
- Community Provision
- Drainage Strategies or works

### **3.2 Section 106 Matters - Community Infrastructure Levy Regulations (2019 Amendment) Regulation 121A Schedule 2 Section 3**

The total amount of money to be provided under any planning obligation which were entered during the reported year is £8,448,738.53. This figure does not include indexation (inflation/deflation) that may be applied when the money becomes due. Some amounts will also be determined in line with the trigger point at a future date.

The total amount of S106 financial contributions received during the reported year was £4,874,000.

The total amount of money received prior to the reported year that has not been allocated is £20,362,195.07 (31/03/2023).

During the reported year the following non-monetary obligations were also agreed:

- i. The total number of affordable housing units to be provided as on-site provision agreed under planning obligations is 41 (41 shared ownership, 0 London Affordable Rent 0 Discount Market Sale units).
  
- ii. The total number of affordable housing units provided directly on site by S106 covenants made within the reported period is 0.

### 3.2.1 Section 106 Allocations

a) The total amount of money from planning obligations allocated towards infrastructure during the reported year was £6,577,005.90. Of this amount £5,779,812.89 was not spent during the reported year. It is important to note that the majority of the S106 allocations from one reported year will be spent in the following financial years.

b) The total amount of money from planning obligations spent during the reported year was £1,331,050.42. Of this amount £29,584.00 was spent by a third party on behalf of London Borough of Hillingdon.

c) The following items have had money allocated towards them during the reported year:

Infrastructure	Allocated	Date Allocated	Unspent
Construction Training - Build Training NVQ Scheme	£92,900.00	06 September 2023	£41,750.00
Contract Award for Provision of an Air Quality Monitoring Service	£234,750.00	06 November 2023	£215,187.50
Grand Union Canal towpath upgrades: Quiet Way (between Rockingham Rd & Oxford Rd)	£101,677.00	06 September 2023	£101,677.00
Contribution towards the construction of a new club house for the 2nd/9th Ruislip Scouts Group at St Catherine's Road, Ruislip	£100,616.00	31 July 2023	£100,616.00
Cranford Park Project (second release)	£204,126.00	12 April 2023	£00.00
Hillingdon Air Quality Action Plan (2019-2024): S106 Carbon Offset Fund (end of year financing 2022/23)	£89,322.00	03 May 2023	£00.00
Hillingdon Circus Accessibility Improvements	£94,600.00	25 May 2023	£00.00

Infrastructure	Allocated	Date Allocated	Unspent
Bakers Road, Uxbridge - Improvement Works Release No 2	£42,533.00	21 June 2023	£32,116.70
Battle of Britain Bunker enhancements/ Blyth Road Subway Improvements (end of year financing 2022/23)	£30,000.00	26 April 2023	£00.00
Carbon Reduction - Lighting upgrade at Cedars Car Park & Blyth Road Car Park	£170,230.00	03 May 2023	£00.00
Provision of a new health centre on the former Cottage Hospital site, Pinner Road, Northwood	£29,585.00	23 August 2024	£00.00
North Hyde Road - Healthy Streets Scheme	£80,000.00	15 August 2023	£30,000.00
Provision of Legible London Signage onto the Grand Union Canal Yiewsley	£2,500.00	15 August 2023	£2,226.83
Dawley Road Pedestrian & Cycle Improvements Release No 6)	£121,061.28	15 January 2024	£121,061.28
Public Realm Improvements in Ruislip High Street (Release No 7)	£59,868.00	17 January 2024	£59,378.00
Improved Access onto the Grand Union Canal at Horton Road, West Drayton (Release No 8)	£23,583.00	23 February 2024	£23,583.00
Hillingdon Affordable Housing Fund	£5,099,654.62	28 March 2024	£4,964,092.58

### 3.2.2 Section 106 Spend

In relation to money which was spent by London Borough of Hillingdon during the reported year:

- i) The items of infrastructure that planning obligation money has been spent on and the amount spent are as follows:

Infrastructure	Spent	Date Spent	Spend Description
Implementation of Hillingdon's Air Quality Action Plan 2019-24 (2021/2022 allocation)	£16,022.86	31 March 2024	Spent towards Hillingdon Healthy Streets Project & monitoring of Hillingdon AQAP
Construction Training - Build Training NVQ Scheme	£51,150.00	31 March 2024	Spent towards BUILD training NVQ scheme.
Contract award for the Provision of a Construction Training Coordinator Service	£95,285.24	31 March 2024	Spent towards Qualify Me Coordinator service 2023/24
Contract Award for the provision Of an Air Quality Monitoring Service	£19,562.50	31 March 2024	Spent towards Air Quality Monitoring Service in Hillingdon 2023/24.
Management of Hales Field Park and Stockley Land parcels	£19,956.00	31 March 2024	Spent towards annual management of Hales Field Park (2023/24)
Phase 2 Vine Street/High Street Public Realm Improvements	£76,915.65	31 March 2024	Spent towards footway & public realm improvements
Environmental and Recreational Initiatives - School Pollution Screening Project Phase 5	£16,279.55	31 March 2024	Spent towards Hillingdon School Pollution Screening Programme.



Infrastructure	Spent	Date Spent	Spend Description
Implementation of Hillingdon's Air Quality Action Plan 2019-24 (2022/2023 allocation)	£18,574.74	31 March 2024	Spent towards Hillingdon Healthy Streets Programme, Greener Cycling project & monitoring the Council's Air Quality Action Plan 2019-24
Minet Country Park Improvements - Release No 2	£139,969.18	31 March 2024	Spent towards recreational/ ecological Improvements at Minet Country Park
LBH Construction, Apprenticeships and Professional Development	£96,500.00	31 March 2024	Support for Hillingdon construction Training programme & support for LBH Construction Apprenticeships scheme
Enhancement of Legible London Signage, Hayes Town Centre (Release No 3)	£36,000.00	31 March 2024	Spent towards additional signage to include new development in Hayes Town Centre.
Lake Farm Country Park footpath improvements (Phase 2)	£92,851.87	31 March 2024	Spent towards footpath improvements at Lake Farm Country Park.
Public realm improvements Ruislip High Street (Release No 7)	£493.20	31 March 2024	Spent towards initial costs associated with the scheme.
Management of Frays Island LNR	£8,100.00	31 March 2024	Spent towards management of the nature reserve.
Cranford Park Project (release No.2)	£1,000.00	31 March 2024	Spent toward new signage as part of the Cranford Park project.

Infrastructure	Spent	Date Spent	Spend Description
Hillingdon Air Quality Action Plan (2019-2024) and Management S106 Carbon Offset Fund (end of year financing 2022/23)	£30,000.00	31 March 2024	Spent towards expert evaluation to deliver the Council's AQAP.
Carbon Reduction - Lighting Upgrade at Cedars Car Park, Uxbridge & Blyth Road Car Park, Hayes	£170,230.00	29 March 2024	Spent towards upgrading lighting in Council car parks to reduce carbon emissions and energy use.
Hillingdon Circus Accessibility Improvements (Release No1)	£94,600.57	31 March 2024	Hillingdon Circus accessibility improvement scheme
Bakers Road, Uxbridge - Improvement Works Release No 2	£10,416.30	31 March 2024	Spent towards public realm improvements to access buses in Bakers Road.
North Hyde Road - Healthy Streets Scheme	£50,000.00	31 March 2024	Spent towards North Hyde Road Health Streets scheme.
Provision of Legible London Signage onto the Grand Union Canal Yiewsley (Release No 3)	£2,273.17	31 March 2024	Spent towards Legible London signage to GU canal, Yiewsley.
Provision of a new Health Centre on the Former Cottage Hospital site, Pinner Road, Northwood	£29,584.63	31 March 2024	Transferred to NHS towards provision of a new health centre in Northwood
Hillingdon Affordable Housing Fund	£135,562.04	29 March 2024	Spent towards the management of Hillingdon's S106 Affordable Housing Fund. 2023/24

Infrastructure	Spent	Date Spent	Spend Description
St Andrew's Roundabout Subway Improvements, initial feasibility works (Release No 10)	£32,272.71	31 March 2024	Spent towards St Andrews Roundabout feasibility works
Public realm Improvements to the environment under South Ruislip Railway Bridge	£22,231.29	31 March 2024	Spent towards works to improve the pedestrian environment under the railway bridge
Management of the Council's Carbon Offset Fund - End of year financing 2023/2024	£65,218.92	29 March 2024	Spent towards the management of Hillingdon's S106 Carbon Offset Fund. 2023/24

ii) The amount of planning obligation money spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide are as follows:

Date	Amount Used	Loan/Interest	Infrastructure Funded
N/a	N/a	N/a	N/a

iii) The amount of planning obligation money spent in respect of administration of planning obligations and monitoring in relation to the delivery of planning obligations during the reported year was £154,534.09.

## 4 Appendices

### 4.1 Appendix 1: Chrysalis Programme CIL Breakdown 2023/2024

Chrysalis Programme Breakdown 2023/24	£
<b>Access Improvements</b>	
Celandine Route - Ruislip Gardens to Woodville Gardens Path Works	31,017.82
Coronation Walk Footpath Resurfacing	18,159.53
Stafford Road Open Space Path Works	23,110.77
<b>Access Improvements Total</b>	<b>72,288.12</b>
<b>Community Facilities Refurbishment</b>	
Charville Lane Community Centre Roof Works	6,273.50
Eastcote Hockey & Badminton Club - Car Park, Fences & Gate Upgrade	1,810.50
Hayes & Harlington Community Centre - Windows & Doors Upgrade	26,000.00
Hillingdon Abbots Rugby & Football Club Improvements	60,751.12
Manor Farm Guide Hut Kitchen & Toilet Refurbishment	6,305.54
Mead Way Allotment Site Improvements	232.50
Stafford Road Allotment Gate & Fencing Replacement	64,394.50
Yeading Community Centres Refurbishment	4,898.82
<b>Community Facilities Refurbishment Total</b>	<b>170,666.48</b>
<b>Community Safety - Alley Gating Schemes</b>	
111-121 Bourne Avenue AG	2,591.00
128 - 146 Yeading Lane & 4 Carlyon Road AG	2,859.50
155 - 169 Bourne Avenue AG	2,742.00
20 Bedford Road AG	1,230.00
2-3 Glamis Crescent AG	6,237.00
25-31 Cranford Lane AG	250.00
Community Safety Schemes (including alley gating)	5,273.75
Gate Adjacent to 109 Deancroft Crescent AG	980.00
North Hyde Road, Northfield Parade	304.00
Rear of Adjacent to 87 Jubilee Drive / 128 Palace Crescent AG Works	395.00
<b>Community Safety Total</b>	<b>22,862.25</b>
<b>Outdoor Sports &amp; Play Facilities</b>	
Cavendish Recreation Ground Tennis Court Refurbishment	1,585.00
Court Park Tennis Court Refurbishment	1,272.00
Hillingdon Court Park Seating Upgrade	3,654.00
Northwood Football Club Security Improvements	13,951.10
Rosedale Bowls Club House Rewiring	150.00
Stockley Park Outdoor Gym Refurbishment	41,302.78
Warrender Park Seating & Picnic Area Upgrade	2,870.00
<b>Outdoor Sports &amp; Play Facilities Total</b>	<b>64,784.88</b>

<b>Town Centre Improvements</b>	
<b>Rabournmead Drive Planting</b>	8,484.50
<b>Ruislip High St Public Realm Imp</b>	15,498.18
<b>Town Centre Improvements Total</b>	<b>23,982.68</b>

#### 4.2 Appendix 2: List of S106 agreements signed in the 2023/2024 FY.

Application Reference:	Site Address:	Deed Type	Deed Description	Deed Date
8294/APP/2022/2576	Former Emi Site Dawley Road	S106 Agreement	Principal Deed	24/04/2023
18399/APP/2022/411	Unit D Prologis Park Stockley Road	S106 Agreement	S106 Part 2	28/04/2023
18399/APP/2022/411	Unit D Prologis Park Stockley Road	S106 Agreement	Principal Deed Part 1	28/04/2023
43762/APP/2018/396	Maple And Poplar Day Centre Maple Road	Statement of Intent	Variation to original SOI	09/05/2023
43762/APP/2022/3588	Maple And Poplar Day Centre Maple Road	Statement of Intent	Variation to SOI	09/05/2023
49467/APP/2022/2801	Shurgard House, Westmount Centre Uxbridge Road	S106 Agreement	Principal Deed	16/05/2023
73201/APP/2021/630	Land East Of 1040 Uxbridge Road	S106 Agreement	Principal Deed	23/05/2023
73201/APP/2021/630	Land East Of 1040 Uxbridge Road	S106 Agreement	Part 2	23/05/2023
3348/APP/2023/138	Meadow High School Royal Lane	Statement of Intent	SOI Pt 2	02/06/2023
3348/APP/2023/138	Meadow High School Royal Lane	Statement of Intent	SOI Pt 1	02/06/2023
18218/APP/2017/3711	Kitchener House Warwick Road	Deed of Variation	DOV	06/06/2023
77241/APP/2022/1407	Unit 3 Clayfield Way	S106 Agreement	S106	09/06/2023
72906/APP/2022/2555	Unit 6 & 7 Orbital Industrial Estate Horton Road	Unilateral Undertaking	UU	22/06/2023
76655/APP/2021/3039	HPH4 Millington Road	Deed of Variation	DOV	23/06/2023
76655/APP/2023/779	HPH4 Millington Road	Deed of Variation	DOV	23/06/2023
21755/APP/2023/680	Wellington House, 4-10 Cowley Road	Unilateral Undertaking	UU	04/07/2023
1331/APP/2017/1883	Former Nestle Factory Nestles Avenue	Supplemental S106 Agreement	5th Supplemental Deed	05/07/2023
1331/APP/2017/1883	Former Nestle Factory Nestles Avenue	Supplemental S106 Agreement	Plans for 5th Supplemental Deed	05/07/2023
1331/APP/2022/2553	Former Nestle Factory Nestles Avenue	Supplemental S106 Agreement	5th Supp Agreement	05/07/2023
585/APP/2018/4168	St Andrews Park Hillingdon Road	Deed of Variation	5th DOV	20/07/2023
20331/APP/2023/564	Units 2-6, 8-12, 18-20, 22 & 30 Ryefield Crescent	S106 Agreement	Principal Deed	26/07/2023
1058/APP/2021/3423	Paddington Packet Boat Public House High Road	S106 Agreement	Principal Deed	18/08/2023
59872/APP/2013/3775	The Old Vinyl Factory Site Blyth Road	Deed of Variation	Variation 7 Pt1	22/08/2023
59872/APP/2013/3775	The Old Vinyl Factory Site Blyth Road	Deed of Variation	Variation 7 Pt2	22/08/2023

<b>15604/APP/2020/283</b>	Former Sea Cadets Site Watersplash Lane	Statement of Intent	Plans	22/08/2023
<b>15604/APP/2020/283</b>	Former Sea Cadets Site Watersplash Lane	Statement of Intent	SOI	22/08/2023
<b>59872/APP/2022/3796</b>	The Assembly Buildings the Old Vinyl Factory	Deed of Variation	7th DOV Pt 1	22/08/2023
<b>59872/APP/2022/3796</b>	The Assembly Buildings the Old Vinyl Factory	Deed of Variation	7th DOV Pt 2	22/08/2023
<b>23658/APP/2021/1296</b>	Northwood & Pinner Cottage Hosp & Northwood Health Centre Pinner Road	S106 Agreement	Principal Deed Pt 1	25/08/2023
<b>23658/APP/2021/1296</b>	Northwood & Pinner Cottage Hosp & Northwood Health Centre Pinner Road	S106 Agreement	Principal Deed Pt 2	25/08/2023
<b>74738/APP/2023/844</b>	13a North Common Road Uxbridge	S106 Agreement	Principal Deed	28/09/2023
<b>10112/APP/2022/1474</b>	Land To the East of London School of Theology Green Lane	S106 Agreement	Principal Deed Pt 1	12/10/2023
<b>10112/APP/2022/1474</b>	Land To the East of London School of Theology Green Lane	S106 Agreement	Principal Deed Pt 2	12/10/2023
<b>4058/APP/2022/1788</b>	Hillingdon Hospital Pield Heath Road	S106 Agreement	Principal Deed Pt 1	12/10/2023
<b>4058/APP/2022/1788</b>	Hillingdon Hospital Pield Heath Road	S106 Agreement	Principal Deed Pt 2	12/10/2023
<b>4058/APP/2022/1788</b>	Hillingdon Hospital Pield Heath Road	S106 Agreement	Principal Deed Pt 6	16/10/2023
<b>5564/APP/2022/2356</b>	53-55 The Broadway Joel Street	S106 Agreement	Principal Deed	19/10/2023
<b>42966/APP/2023/70</b>	INTU Shopping Centre High Street	Deed of Variation	DOV	01/11/2023
<b>59872/APP/2013/3775</b>	The Old Vinyl Factory Site Blyth Road	Deed of Variation	Supplemental to variation 6	02/11/2023
<b>924/APP/2022/3603</b>	Denville Hall Ducks Hill Road	S106 Agreement	Principal Deed	21/11/2023
<b>585/APP/2019/829</b>	Land Off Thompson Rd & St Luke's Rd, Former RAF Uxbridge HILLINGDON ROAD	Deed of Variation	DOV	28/11/2023
<b>585/APP/2023/317</b>	Land Off Thompson Rd & St Luke's Rd, Former RAF Uxbridge HILLINGDON ROAD	Deed of Variation	DOV	28/11/2023
<b>76760/APP/2022/1889</b>	14-18 Pield Heath Road & 2 Pield Heath Avenue Pield Heath Avenue	S106 Agreement	Principal Deed - Main	30/11/2023
<b>76760/APP/2022/1889</b>	14-18 Pield Heath Road & 2 Pield Heath Avenue Pield Heath Avenue	S106 Agreement	Principal Deed - Part 2	30/11/2023
<b>36678/APP/2021/3370</b>	3 Viveash Close Hayes	S106 Agreement	Principal Deed Pt 1	14/12/2023
<b>36678/APP/2021/3370</b>	3 Viveash Close Hayes	S106 Agreement	Principal Deed Pt 2	14/12/2023
<b>36678/APP/2021/3370</b>	3 Viveash Close Hayes	S106 Agreement	Principal Deed Pt 3	14/12/2023

Prepared

<b>19016/APP/2023/20</b>	18 Iver Lane Cowley Uxbridge	S106 Agreement	Principal Deed Pt 1	18/12/2023
<b>19016/APP/2023/20</b>	18 Iver Lane Cowley Uxbridge	S106 Agreement	Principal Deed Pt 2	18/12/2023
<b>68663/APP/2023/1933</b>	Former B&M Unit 217 High Street Yiewsley	S106 Agreement	Principal Deed	21/12/2023
<b>52803/APP/2023/1188</b>	Hayes Tuition Centre 52 Coldharbour Lane	Unilateral Undertaking	UU	04/01/2024
<b>2082/APP/2023/516</b>	Northwood College Educational Foundation Maxwell Road	S106 Agreement	Principal Deed	19/01/2024
<b>35810/APP/2023/2106</b>	Tavistock Works Tavistock Road	Unilateral Undertaking	UU	22/01/2024
<b>12502/APP/2020/3618</b>	London Heathrow Marriott Hotel Bath Road	S106 Agreement	Principal Deed Pt1	01/02/2024
<b>12502/APP/2020/3618</b>	London Heathrow Marriott Hotel Bath Road	S106 Agreement	Principal Deed Pt 2	01/02/2024
<b>46104/APP/2020/789</b>	Allport House, Cowley Business Park High Street	Deed of Variation	DOV	29/02/2024
<b>46104/APP/2023/1158</b>	Allport House, Cowley Business Park High Street	Deed of Variation	DOV	29/02/2024
<b>12019/APP/2021/2298</b>	Cedar House Vine Lane	S106 Agreement	Principal Deed Pt 2	01/03/2024
<b>12019/APP/2021/2298</b>	Cedar House Vine Lane	S106 Agreement	Principal Deed Pt 1	01/03/2024
<b>59872/APP/2016/3454</b>	The Machine Store & Pressing Plant, The Old Vinyl Factory Blyth Road	Deed of Variation	2nd DOV - Pt 1	21/03/2024
<b>59872/APP/2016/3454</b>	The Machine Store & Pressing Plant, The Old Vinyl Factory Blyth Road	Deed of Variation	2nd DOV - Pt 2	21/03/2024
<b>2621/APP/2022/3293</b>	Elystan Business Centre, Pets at Home Springfield Road	S106 Agreement	Principal Deed	21/03/2024
<b>59872/APP/2022/897</b>	The Old Vinyl Factory Blyth Road	Deed of Variation	2nd DOV Pt 1	21/03/2024
<b>59872/APP/2022/897</b>	The Old Vinyl Factory Blyth Road	Deed of Variation	2nd DOV Pt 2	21/03/2024
<b>75221/APP/2022/2968</b>	Beaches Yard Horton Road	S106 Agreement	Principal Deed Pt 1	28/03/2024
<b>75221/APP/2022/2968</b>	Beaches Yard Horton Road	S106 Agreement	Principal Deed Pt 2	28/03/2024
<b>76768/APP/2023/675</b>	11-13 Doghurst Avenue Harlington	S106 Agreement	Principal Deed	28/03/2024



### 4.3 Appendix 3: Non-Financial S106 obligations

Summary details of all non-monetary obligations agreed within the reported year are as follows:

Covenant Type	Planning Application	Site Address	Deed Clause	Deed Date
<b>Travel Plan Com - Implement/Comply</b>	8294/APP/2022/2576	FORMER EMI SITE, DAWLEY ROAD, HAYES, UB3 1HH	S2, 1-2	24/04/2023
<b>Travel Plan Com - Co-ordinator</b>	8294/APP/2022/2576	FORMER EMI SITE, DAWLEY ROAD, HAYES, UB3 1HH	S2, 6-7	24/04/2023
<b>Air Quality - Contribution</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S2, 1	28/04/2023
<b>Air Quality - Contribution</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S2, 2	28/04/2023
<b>Air Quality - Contribution</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S2, 3, 3.3	28/04/2023
<b>Air Quality - Contribution</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S2, 4-5	28/04/2023
<b>Air Quality - Contribution</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	App 1 S2, 1	28/04/2023
<b>Air Quality - Contribution</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	App 1, S2, 2	28/04/2023
<b>Travel Plan Com - Implement/Comply</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S3, 1-2	28/04/2023
<b>Travel Plan Com - Co-ordinator</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S3, 5	28/04/2023
<b>Travel Plan Com - Co-ordinator</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S3, 6-7	28/04/2023
<b>Travel Plan Com - Sum / Bond</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S3, 10	28/04/2023
<b>Travel Plan Com - Monitoring</b>	18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	S3, 11	28/04/2023
<b>Travel Plan Com - Submission/Approval</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S3, 1	16/05/2023

<b>Travel Plan Com - Co-ordinator</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S3, 5	16/05/2023
<b>Travel Plan Com - Monitoring</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S3, 6	16/05/2023
<b>Travel Plan Com - Monitoring</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S3, 8	16/05/2023
<b>Local Emp - Con Training Contribution</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S4, 1	16/05/2023
<b>Local Emp - Scheme/Strategy/Report</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S4, 2-4	16/05/2023
<b>Local Emp - Co-ordinator Contribution</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S4, 5-7	16/05/2023
<b>Local Emp - Scheme/Strategy/Report</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S4, 8-9	16/05/2023
<b>Local Emp - Con Training Contribution</b>	49467/APP/2022/2801	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	S4, 10-11	16/05/2023
<b>AH - Tenure/Mix</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 1	23/05/2023
<b>AH - Specification/Scheme</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 2	23/05/2023
<b>AH - Specification/Scheme</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 3	23/05/2023
<b>AH - Review Mechanism</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 8, 1-1-1.3	23/05/2023
<b>AH - Specification/Scheme</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 8, 1.4 - 1.5	23/05/2023
<b>AH - Specification/Scheme</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 8, 1.6	23/05/2023
<b>AH - Review Mechanism</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 8, 2	23/05/2023
<b>AH - Specification/Scheme</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 8, 4	23/05/2023
<b>AH - Specification/Scheme</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S1, 8, 6	23/05/2023
<b>Highways - Works</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S5, 1	23/05/2023
<b>Highways - S278/38 Agreement</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S5, 2-6	23/05/2023
<b>Travel Plan Resi - Implement/Comply</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S6, 1	23/05/2023

<b>Travel Plan Resi - Implement/Comply</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S6, 2-4	23/05/2023
<b>Travel Plan Resi - Co-ordinator</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S6, 5-6	23/05/2023
<b>Parking Permits and Restrictions</b>	73201/APP/2021/630	Land East of 1040, UXBRIDGE ROAD, HAYES	S9, 1-2	23/05/2023
<b>Council Covenant(s)</b>	3348/APP/2023/138	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	Clause 5	02/06/2023
<b>Carbon Offset - Monitoring/Reporting</b>	3348/APP/2023/138	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	S1, 3-4	02/06/2023
<b>Carbon Offset - Monitoring/Reporting</b>	3348/APP/2023/138	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	S1, 5-6	02/06/2023
<b>Local Emp - Construction Training</b>	3348/APP/2023/138	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	S2, 1-2	02/06/2023
<b>Local Emp - Con Training Contribution</b>	3348/APP/2023/138	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	S2, 7-8	02/06/2023
<b>Highways - Works</b>	3348/APP/2023/138	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	S3, 1	02/06/2023
<b>Highways - S278/38 Agreement</b>	3348/APP/2023/138	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	S3, 2	02/06/2023
<b>Energy/Sustainability - Monitoring</b>	77241/APP/2022/1407	Unit 3, Clayfield Way, West Drayton, UB11 1FH	S1, 3-4	09/06/2023
<b>Air Quality - Low Emission Strategy</b>	77241/APP/2022/1407	Unit 3, Clayfield Way, West Drayton, UB11 1FH	S2, 1	09/06/2023
<b>Air Quality - Low Emission Strategy</b>	77241/APP/2022/1407	Unit 3, Clayfield Way, West Drayton, UB11 1FH	S2, 2	09/06/2023
<b>Variation</b>	76655/APP/2021/3039	HPH4, MILLINGTON ROAD, HAYES, UB3 4AZ	Clause 3	23/06/2023
<b>Parking Permits and Restrictions</b>	21755/APP/2023/680	WELLINGTON HOUSE, 4-10, COWLEY ROAD, UXBRIDGE, UB8 2XW	S1, 1	04/07/2023
<b>Parking Permits and Restrictions</b>	20331/APP/2023/564	UNITS 2-6, 8-12, 18-20, 22 & 30, RYEFIELD CRESCENT, NORTHWOOD	S1	26/07/2023
<b>Highways - Works</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S2, 1, 1.1	18/08/2023
<b>Highways - S278/38 Agreement</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S2, 1.2	18/08/2023
<b>Highways - Scheme/Specification</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S2, 1.6	18/08/2023

<b>Travel Plan Com - Submission/Approval</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S3, 1, 1.1	18/08/2023
<b>Travel Plan Com - Monitoring</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S3, 1, 1.4	18/08/2023
<b>Travel Plan Com - Co-ordinator</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S3, 1, 1.5	18/08/2023
<b>Parking Permits and Restrictions</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S4	18/08/2023
<b>Local Emp - Construction Training</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S5, 1, 1.1-1.4	18/08/2023
<b>Local Emp - Co-ordinator Contribution</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S5, 1, 1.5-1.6	18/08/2023
<b>Local Emp - Con Training Contribution</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S5, 5-6	18/08/2023
<b>Student Accommodation Management Plan</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S6	18/08/2023
<b>AH - in Perpetuity</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S7, pt 2. 1	18/08/2023
<b>AH - in Perpetuity</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S7, Pt 3, 1, 1.1-1.2	18/08/2023
<b>AH - Nominations Agreement</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S7, Pt 3, 1.3-1.4	18/08/2023
<b>AH - Nominations Agreement</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S7, Pt 3, 2	18/08/2023
<b>AH - Specification/Scheme</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S7, Pt 4	18/08/2023
<b>AH - Review Mechanism</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S7, Pt 5, 1-2	18/08/2023

<b>AH - Payment in Lieu</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S7, Pt 5, 6	18/08/2023
<b>AH - Payment in Lieu</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S7, Pt 5, 16-17	18/08/2023
<b>Parking Management - Scheme/Plan</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S8, 1.2 - 1.2.1	18/08/2023
<b>Parking Management - Scheme/Plan</b>	1058/APP/2021/3423	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	S8, 1.1	18/08/2023
<b>Owners Covenants</b>	15604/APP/2020/283	FORMER SEA CADETS SITE, WATERSPLASH LANE, HAYES, UB3 4QS	Clause 5	22/08/2023
<b>AH - Specification/Scheme</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S1, Pt 1. 1.1-1.3	25/08/2023
<b>Carbon Offset - Contribution</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S4, 2-4	25/08/2023
<b>Travel Plan Com - Sum / Bond</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S7, 10-11	25/08/2023
<b>AH - Review Mechanism</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S1, Pt 2. 1.1.1-1.5	25/08/2023
<b>AH - Review Mechanism</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S1, Pt 2. 1.1.6	25/08/2023
<b>AH - Review Mechanism</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S1, 2	25/08/2023
<b>AH - Specification/Scheme</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S1, 4	25/08/2023

<b>AH - Review Mechanism</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S1, 5	25/08/2023
<b>AH - Specification/Scheme</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S1, 9	25/08/2023
<b>Healthcare - Provision</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S2	25/08/2023
<b>Energy Strategy/Specification</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S3,	25/08/2023
<b>Highways - Works</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S6, 1	25/08/2023
<b>Highways - S278/38 Agreement</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S6, 2	25/08/2023
<b>Travel Plan Resi - Implement/Comply</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S7, 1-4	25/08/2023
<b>Travel Plan Resi - Co-ordinator</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S7, 5-6	25/08/2023
<b>Travel Plan Com - Implement/Comply</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S8, 1-2	25/08/2023
<b>Construction / Logistics Plans</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S9	25/08/2023
<b>Delivery and Servicing Plan</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S10	25/08/2023

<b>Travel Plan Resi - Implement/Comply</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S11	25/08/2023
<b>Local Emp - Con Training Contribution</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S12, 1	25/08/2023
<b>Local Emp - Scheme/Strategy/Report</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S12, 2-4	25/08/2023
<b>Local Emp - Co-ordinator Contribution</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S12, 5-7	25/08/2023
<b>Local Emp - Scheme/Strategy/Report</b>	23658/APP/2021/1296	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	S12, 9-11	25/08/2023
<b>Council Covenant(s)</b>	74738/APP/2023/844	13A NORTH COMMON ROAD, UXBRIDGE, UB8 1PD	S2	28/09/2023
<b>Owners Covenants</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Clause 6	12/10/2023
<b>Council Covenant(s)</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Clause 7	12/10/2023
<b>Transport for London</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S1, Ph 1, 1	12/10/2023
<b>Transport for London</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S1, Ph1, 2	12/10/2023
<b>Transport for London</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S1, Pt B, Ph 2, 1	12/10/2023
<b>Highways - S278/38 Agreement</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S2, Pt A, Ph 1	12/10/2023
<b>Highways - S278/38 Agreement</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S2, Pt B, Ph 2	12/10/2023
<b>Car Club</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S6	12/10/2023
<b>Local Emp - Construction Training</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S7, 1-3	12/10/2023

<b>Local Emp - Con Training Contribution</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S7, 7-9	12/10/2023
<b>Land</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S8	12/10/2023
<b>Delivery and Servicing Plan</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S9	12/10/2023
<b>Travel Plan Com - Submission/Approval</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S10, 1.1	12/10/2023
<b>Travel Plan Com - Co-ordinator</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S10, 1.2	12/10/2023
<b>Travel Plan Com - Submission/Approval</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S10, 3	12/10/2023
<b>Parking - Provision</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S11	12/10/2023
<b>Parks/POS - Works/Provision</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S12	12/10/2023
<b>Carbon Offset - Monitoring/Reporting</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S14, A-B	12/10/2023
<b>Carbon Offset - Monitoring/Reporting</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S14, Pt A, 1-2	12/10/2023
<b>Carbon Offset - Monitoring/Reporting</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S14, 12-13	12/10/2023
<b>AH - in Perpetuity</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 1, 1.1-1.2	12/10/2023
<b>AH - Nominations Agreement</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 1, 1.3 - 1.5	12/10/2023
<b>AH - Specification/Scheme</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 1, 1.6	12/10/2023
<b>AH - Specification/Scheme</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 1, 1.7	12/10/2023
<b>AH - Disposal of Units by Sale</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 2	12/10/2023
<b>AH - Disposal of Units by Sale</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 3	12/10/2023



<b>AH - Review Mechanism</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 4, 4.1 - 4.5	12/10/2023
<b>AH - Specification/Scheme</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 4, 4.6	12/10/2023
<b>AH - Specification/Scheme</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, Pt B, 4, 4.7 - 4.8	12/10/2023
<b>AH - Specification/Scheme</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, Pt D, 4, 4.18 - 4.19	12/10/2023
<b>AH - Specification/Scheme</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S17, 5	12/10/2023
<b>Car Club</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S18, 1-3	12/10/2023
<b>Car Club</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S18, 4-5	12/10/2023
<b>Local Emp - Construction Training</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S19, 1-3	12/10/2023
<b>Local Emp - Con Training Contribution</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S19,12-13	12/10/2023
<b>Parking Permits and Restrictions</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S20, 1-2	12/10/2023
<b>Parks/POS - Scheme/Specification</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S21, 1-3	12/10/2023
<b>Travel Plan Resi - Submission/Approval</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S22, 1, 1.1	12/10/2023
<b>Travel Plan Resi - Co-ordinator</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S22, 1, 1.2	12/10/2023
<b>Travel Plan Resi - Submission/Approval</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S22, 2-5	12/10/2023
<b>Travel Plan Resi - Co-ordinator</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S22, 6-7	12/10/2023
<b>Carbon Offset - Monitoring/Reporting</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S24, 1, 1.1	12/10/2023

<b>Council Covenant(s)</b>	4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	S28	12/10/2023
<b>AH - Review Mechanism</b>	10112/APP/2022/1474	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	S2, 1, 1.1-1.3	12/10/2023
<b>AH - Review Mechanism</b>	10112/APP/2022/1474	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	S2, 1, 1.4-1.6	12/10/2023
<b>AH - Review Mechanism</b>	10112/APP/2022/1474	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	S2, 2	12/10/2023
<b>AH - Specification/Scheme</b>	10112/APP/2022/1474	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	S2, 7.1	12/10/2023
<b>Carbon Offset - Monitoring/Reporting</b>	10112/APP/2022/1474	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	S3, 1	12/10/2023
<b>Carbon Offset - Monitoring/Reporting</b>	10112/APP/2022/1474	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	S3, 5-6	12/10/2023
<b>Owners Covenants</b>	5564/APP/2022/2356	53-55 THE BROADWAY, JOEL STREET, NORTHWOOD, HA6 1NZ	Clause 11	19/10/2023
<b>Owners Covenants</b>	5564/APP/2022/2356	53-55 THE BROADWAY, JOEL STREET, NORTHWOOD, HA6 1NZ	Clause 5	19/10/2023
<b>Parking Permits and Restrictions</b>	5564/APP/2022/2356	53-55 THE BROADWAY, JOEL STREET, NORTHWOOD, HA6 1NZ	S1	19/10/2023
<b>Variation</b>	42966/AH/96/1862	NASHS YARD, GEORGE ST, CHIPPENDALE WAYE,, HIGH STREET, UXBRIDGE	Clause 3, 3.1-3.4	01/11/2023
<b>Variation of Definitions</b>	42966/AH/96/1862	NASHS YARD, GEORGE ST, CHIPPENDALE WAYE,, HIGH STREET, UXBRIDGE	Clause 3 3.5 -	01/11/2023
<b>Variation of Definitions</b>	59872/APP/2013/3775	THE OLD VINYL FACTORY SITE, BLYTH ROAD, HAYES	The Schedule	02/11/2023
<b>Highways - Works</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S2, 1	21/11/2023

<b>Highways - S278/38 Agreement</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S2,	21/11/2023
<b>Local Emp - Scheme/Strategy/Report</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S5, 1-3	21/11/2023
<b>Local Emp - Con Training Contribution</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S5, 7-8	21/11/2023
<b>Local Emp - Con Training Contribution</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S5, 9-10	21/11/2023
<b>Travel Plan Resi - Implement/Comply</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S6, 1-2	21/11/2023
<b>Travel Plan Sch - Co-ordinator</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S6, 5	21/11/2023
<b>Travel Plan Resi - Monitoring</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S6, 6	21/11/2023
<b>Travel Plan Resi - Monitoring</b>	924/APP/2022/3603	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	S6, 11 - 14	21/11/2023
<b>Variation of Definitions</b>	585/APP/2019/829	Land off Thompson Rd & St Luke's Rd, Former RAF Uxbridge, HILLINGDON ROAD, UXBRIDGE, UB10 0GJ	Clause 3, 3.1-3.3.1a	28/11/2023
<b>Variation of Definitions</b>	585/APP/2019/829	Land off Thompson Rd & St Luke's Rd, Former RAF Uxbridge, HILLINGDON ROAD, UXBRIDGE, UB10 0GJ	Clause 3, 3.1-3.3.1b	28/11/2023
<b>Variation of Definitions</b>	585/APP/2019/829	Land off Thompson Rd & St Luke's Rd, Former RAF Uxbridge, HILLINGDON ROAD, UXBRIDGE, UB10 0GJ	Clause 3, 3.1-3.3.1c	28/11/2023
<b>Owners Covenants</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	Clause 5	30/11/2023
<b>Notice Submission</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	Clause 12	30/11/2023
<b>Travel Plan Resi - Implement/Comply</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S3, 1	30/11/2023
<b>Travel Plan Resi - Implement/Comply</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S3, 2	30/11/2023

<b>Travel Plan Resi - Monitoring</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S3, 4	30/11/2023
<b>Travel Plan Resi - Co-ordinator</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S3,	30/11/2023
<b>Travel Plan Resi - Implement/Comply</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S3, 6-7	30/11/2023
<b>Travel Plan Com - Monitoring</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S3, 8	30/11/2023
<b>Local Emp - Construction Training</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S4, 1-3	30/11/2023
<b>Local Emp - Co-ordinator Contribution</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S4, 5-6	30/11/2023
<b>Local Emp - Con Training Contribution</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S4, 7-8	30/11/2023
<b>Local Emp - Con Training Contribution</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S4, 8-10	30/11/2023
<b>Highways - Works</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S5, 1 & 6	30/11/2023
<b>Highways - S278/38 Agreement</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S5, 2-5	30/11/2023
<b>Assisted / Supported Housing</b>	76760/APP/2022/1889	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	S7	30/11/2023
<b>Owners Covenants</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	Clause 14	14/12/2023
<b>AH - Specification/Scheme</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S1, Pt 1, 1	14/12/2023
<b>AH - in Perpetuity</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S1, 2	14/12/2023
<b>AH - Nominations Agreement</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S1, 3-4	14/12/2023
<b>AH - Review Mechanism</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S1, 5	14/12/2023
<b>AH - Review Mechanism</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S1, 6	14/12/2023
<b>AH - Specification/Scheme</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S1, 9	14/12/2023

<b>Travel Plan Resi - Submission/Approval</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S8, 1-4	14/12/2023
<b>Travel Plan Resi - Co-ordinator</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S8, 5	14/12/2023
<b>Travel Plan Resi - Monitoring</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S8, 8	14/12/2023
<b>Local Emp - Scheme/Strategy/Report</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S9	14/12/2023
<b>Parking Permits and Restrictions</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S10, 1 - 2	14/12/2023
<b>Land</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S16	14/12/2023
<b>Local Emp - Scheme/Strategy/Report</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S11, 2-4	14/12/2023
<b>Local Emp - Scheme/Strategy/Report</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S11, 8 - 9	14/12/2023
<b>Energy/Sustainability - Monitoring</b>	36678/APP/2021/3370	3 VIVEASH CLOSE, HAYES, UB3 4RY	S18, 1	14/12/2023
<b>Parking Permits and Restrictions</b>	19016/APP/2023/20	18 IVER LANE, COWLEY UXBRIDGE	S1	18/12/2023
<b>Local Emp - Employment Training</b>	68663/APP/2023/1933	Former B&M Unit 217 HIGH STREET, YIEWSLEY, UB7 7GN	S2	21/12/2023
<b>Travel Plan Com - Submission/Approval</b>	68663/APP/2023/1933	Former B&M Unit 217 HIGH STREET, YIEWSLEY, UB7 7GN	S3, 1-2	21/12/2023
<b>Travel Plan Com - Monitoring</b>	68663/APP/2023/1933	Former B&M Unit 217 HIGH STREET, YIEWSLEY, UB7 7GN	S3, 4	21/12/2023
<b>Travel Plan Com - Co-ordinator</b>	68663/APP/2023/1933	Former B&M Unit 217 HIGH STREET, YIEWSLEY, UB7 7GN	S3, 5-6	21/12/2023
<b>Travel Plan Com - Monitoring</b>	68663/APP/2023/1933	Former B&M Unit 217 HIGH STREET, YIEWSLEY, UB7 7GN	S3, 8	21/12/2023
<b>Owners Covenants</b>	52803/APP/2023/1188	HAYES TUITION CENTRE, 52 COLDHARBOUR LANE, HAYES, UB3 3EP	S1, 1-2	04/01/2024
<b>Travel Plan Com - Implement/Comply</b>	2082/APP/2023/516	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD, HA6 2YE	S2, 1-4	19/01/2024
<b>Travel Plan Com - Monitoring</b>	2082/APP/2023/516	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD, HA6 2YE	S2, 6	19/01/2024
<b>Travel Plan Com - Co-ordinator</b>	2082/APP/2023/516	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD, HA6 2YE	S2, 7-9	19/01/2024

<b>Travel Plan Com - Implement/Comply</b>	2082/APP/2023/516	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD, HA6 2YE	S2, 10	19/01/2024
<b>Travel Plan Com - Implement/Comply</b>	2082/APP/2023/516	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD, HA6 2YE	S2, 4	19/01/2024
<b>Local Emp - Employment Training</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	clause 4.6	22/01/2024
<b>AH - Review Mechanism</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	clause 4.7	22/01/2024
<b>Car Club</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	Clause 4.8	22/01/2024
<b>Parking Permits and Restrictions</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	clause 4.9	22/01/2024
<b>Highways - Works</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	Clause 4.10	22/01/2024
<b>Local Emp - Employment Training</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S1, 1-2	22/01/2024
<b>Local Emp - Con Training Contribution</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S1, 3-6	22/01/2024
<b>AH - Review Mechanism</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S2, 1. 1.1-1.2	22/01/2024
<b>AH - Payment in Lieu</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S2, 1.3	22/01/2024
<b>AH - Specification/Scheme</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S2, 1.4-2	22/01/2024
<b>AH - Specification/Scheme</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S2, 3-4	22/01/2024
<b>AH - Specification/Scheme</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S2, 5	22/01/2024
<b>AH - Tenure/Mix</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S2, app	22/01/2024
<b>Car Club</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S3, 1	22/01/2024

<b>Parking Permits and Restrictions</b>	35810/APP/2023/2106	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	S4	22/01/2024
<b>Owners Covenants</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	Clause 6.1	01/02/2024
<b>Council Covenant(s)</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	Clause 6.2	01/02/2024
<b>Monitoring Fees</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	Clause 7	01/02/2024
<b>Local Emp - Construction Training</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	S3, 1-3	01/02/2024
<b>Local Emp - Co-ordinator Contribution</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	S3, 4-6	01/02/2024
<b>Local Emp - Con Training Contribution</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	S3, 7-8	01/02/2024
<b>Travel Plan Com - Submission/Approval</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	S4, 1-2	01/02/2024
<b>Travel Plan Com - Co-ordinator</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	S4, 3	01/02/2024
<b>Travel Plan Com - Monitoring</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	S4, 10	01/02/2024
<b>Travel Plan Com - Sum / Bond</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	S4, 11-14	01/02/2024
<b>Travel Plan Com - Submission/Approval</b>	12502/APP/2020/3618	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	S4, 16	01/02/2024
<b>Variation of Definitions</b>	46104/APP/2020/789	ALLPORT HOUSE, COWLEY BUSINESS PARK, HIGH STREET, COWLEY, UB8 2AD	Clause 3	29/02/2024
<b>Travel Plan Com - Submission/Approval</b>	2621/APP/2022/3293	Elystan Business Centre, Pets At Home, SPRINGFIELD ROAD, HAYES, UB4 0UP	S2, 1-2	21/03/2024

<b>Travel Plan Com - Co-ordinator</b>	2621/APP/2022/3293	Elystan Business Centre, Pets At Home, SPRINGFIELD ROAD, HAYES, UB4 0UP	S2, 5	21/03/2024
<b>Travel Plan Com - Implement/Comply</b>	2621/APP/2022/3293	Elystan Business Centre, Pets At Home, SPRINGFIELD ROAD, HAYES, UB4 0UP	S2, 3	21/03/2024
<b>Travel Plan Com - Monitoring</b>	2621/APP/2022/3293	Elystan Business Centre, Pets At Home, SPRINGFIELD ROAD, HAYES, UB4 0UP	S2, 4	21/03/2024
<b>Travel Plan Com - Co-ordinator</b>	2621/APP/2022/3293	Elystan Business Centre, Pets At Home, SPRINGFIELD ROAD, HAYES, UB4 0UP	S2, 6	21/03/2024
<b>Variation</b>	59872/APP/2016/3454	THE MACHINE STORE & PRESSING PLANT, THE OLD VINYL FACTORY, BLYTH ROAD, HAYES, UB3 1SY	Clause 2	21/03/2024
<b>Variation</b>	59872/APP/2016/3454	THE MACHINE STORE & PRESSING PLANT, THE OLD VINYL FACTORY, BLYTH ROAD, HAYES, UB3 1SY	Clause 3	21/03/2024
<b>Owners Covenants</b>	2621/APP/2022/3293	Elystan Business Centre, Pets At Home, SPRINGFIELD ROAD, HAYES, UB4 0UP	Clause 12	21/03/2024
<b>Owners Covenants</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	Clause 6	28/03/2024
<b>Energy Strategy/Specification</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S1, 1	28/03/2024
<b>Local Emp - Construction Training</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S2, 1-3	28/03/2024
<b>Local Emp - Co-ordinator Contribution</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S2, 4-6	28/03/2024
<b>Local Emp - Con Training Contribution</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S2, 7-8	28/03/2024
<b>Local Emp - Con Training Contribution</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S2, 9-10	28/03/2024
<b>Highways - Works</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S5, 1	28/03/2024
<b>Highways - S278/38 Agreement</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S5, 2	28/03/2024
<b>Travel Plan Com - Implement/Comply</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S6, 1-2	28/03/2024
<b>Travel Plan Com - Co-ordinator</b>	75221/APP/2022/2968	BEACHES YARD, HORTON ROAD, YIEWSLEY	S6, 5-6	28/03/2024
<b>Parking Permits and Restrictions</b>	76768/APP/2023/675	11-13 DOGHURST AVENUE, HARLINGTON, UB3 5BJ	S2, 1-2	28/03/2024



#### 4.4 Appendix 4: S106 Financial covenants secured in 2023/24.

Summary details of all financial obligations agreed within the reported year are as follows:

<b>Financial Covenant Category</b>	<b>Amount</b>
AH - Payment in Lieu	£341,353.00
AH - Review Mechanism*	*£0.00
Air Quality Contribution	£2,797,361.65
Biodiversity	£20,000.00
Canals and Waterways - Contribution	£40,000.00
Carbon Offset - Contribution	£2,045,746.00
Community Facilities - Contribution	£19,840.00
Cycling - Contribution	£33,000.00
Delivery and Servicing Plan	£64,000.00
Drainage / Flood / Water Management	£0.00
Energy/Sustainability - Monitoring	£0.00
Healthcare - Contribution	£829,826.00
Highways - Contribution	£229,000.00
Local Emp - Con Training Contribution	£47,500.00
Local Emp - Co-ordinator Contribution	£47,492.00
Monitoring Fees	£180,001.80
Parking Management - Contribution	£58,400.00
Parks/POS - Contribution	£127,675.00
Parks/POS - Maintenance Contribution	£169,500.00
Public Realm - Contribution	£602,157.78
Public Realm - Healthy Streets Contribution	£318,385.00
Signage /Wayfinding	£47,500.00
Transport for London	£250,000.00
Travel Plan Commercial - Sum / Bond	£80,000.00
Travel Plan Residential - Sum / Bond	£100,000.00
<b>Total</b>	<b><u>£8,448,738.23</u></b>

\* To be calculated on S106 trigger

Planning Application	Address	Covenant Type	Receivable
18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	Carbon Offset - Contribution	1,301,562.00
4058/APP/2022/1788	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Healthcare - Contribution	578,038.00
18399/APP/2022/411	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	Air Quality - Contribution	473,510.00
68663/APP/2023/1933	Former B&M Unit 217 HIGH STREET, YIEWSLEY, UB7 7GN	Air Quality - Contribution	434,371.50

<b>77241/APP/2022/1407</b>	Unit 3, Clayfield Way, West Drayton, UB11 1FH	Air Quality - Contribution	411,691.00
<b>75221/APP/2022/2968</b>	BEACHES YARD, HORTON ROAD, YIEWSLEY	Air Quality - Contribution	330,038.00
<b>10112/APP/2022/1474</b>	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	AH - Payment in Lieu	320,000.00
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Public Realm - Contribution	280,812.50
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Public Realm - Contribution	280,812.50
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Transport for London	250,000.00
<b>23658/APP/2021/1296</b>	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	Air Quality - Contribution	208,045.00
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Highways - Contribution	196,000.00
<b>76760/APP/2022/1889</b>	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	Carbon Offset - Contribution	191,776.00
<b>77241/APP/2022/1407</b>	Unit 3, Clayfield Way, West Drayton, UB11 1FH	Carbon Offset - Contribution	191,076.00
<b>8294/APP/2022/2576</b>	FORMER EMI SITE, DAWLEY ROAD, HAYES, UB3 1HH	Air Quality - Contribution	181,393.00
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Parks/POS - Maintenance Contribution	169,500.00
<b>2621/APP/2022/3293</b>	Elystan Business Centre, Pets At Home, SPRINGFIELD ROAD, HAYES, UB4 0UP	Air Quality - Contribution	163,404.00
<b>75221/APP/2022/2968</b>	BEACHES YARD, HORTON ROAD, YIEWSLEY	Public Realm - Healthy Streets Contribution	159,315.00
<b>12502/APP/2020/3618</b>	LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD, HEATHROW, UB3 5AN	Air Quality - Contribution	152,885.00
<b>76760/APP/2022/1889</b>	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	Healthcare - Contribution	140,804.00
<b>77241/APP/2022/1407</b>	Unit 3, Clayfield Way, West Drayton, UB11 1FH	Air Quality - Contribution	118,377.00
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Carbon Offset - Contribution	102,885.00
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Public Realm - Healthy Streets Contribution	85,860.00
<b>18399/APP/2022/411</b>	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	Air Quality - Contribution	82,338.15

<b>23658/APP/2021/1296</b>	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	Carbon Offset - Contribution	76,537.00
<b>23658/APP/2021/1296</b>	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	Public Realm - Healthy Streets Contribution	73,210.00
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Healthcare - Contribution	69,098.00
<b>43762/APP/2018/396</b>	MAPLE AND POPLAR DAY CENTRE, MAPLE ROAD, HAYES, UB4 9NQ	Carbon Offset - Contribution	67,260.00
<b>18399/APP/2022/411</b>	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	Monitoring Fees	65,560.16
<b>75221/APP/2022/2968</b>	BEACHES YARD, HORTON ROAD, YIEWSLEY	Delivery and Servicing Plan	64,000.00
<b>73201/APP/2021/630</b>	Land East of 1040, UXBRIDGE ROAD, HAYES	Carbon Offset - Contribution	55,605.00
<b>49467/APP/2022/2801</b>	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	Air Quality - Contribution	55,035.00
<b>23658/APP/2021/1296</b>	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	Local Emp - Con Training Contribution	47,500.00
<b>23658/APP/2021/1296</b>	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	Local Emp - Co-ordinator Contribution	45,692.00
<b>35810/APP/2023/2106</b>	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	Parks/POS - Contribution	42,500.00
<b>68663/APP/2023/1933</b>	Former B&M Unit 217 HIGH STREET, YIEWSLEY, UB7 7GN	Highways - Contribution	33,000.00
<b>10112/APP/2022/1474</b>	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	Parks/POS - Contribution	32,000.00
<b>10112/APP/2022/1474</b>	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	Air Quality - Contribution	31,669.00
<b>35810/APP/2023/2106</b>	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	Carbon Offset - Contribution	31,000.00
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Signage /Wayfinding	29,000.00
<b>73201/APP/2021/630</b>	Land East of 1040, UXBRIDGE ROAD, HAYES	Air Quality - Contribution	28,490.00
<b>73201/APP/2021/630</b>	Land East of 1040, UXBRIDGE ROAD, HAYES	Parks/POS - Contribution	26,700.00
<b>924/APP/2022/3603</b>	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	Carbon Offset - Contribution	25,669.00

<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Public Realm - Contribution	25,532.78
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Canals and Waterways - Contribution	25,000.00
<b>23658/APP/2021/1296</b>	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	Parking Management - Contribution	25,000.00
<b>1058/APP/2021/3423</b>	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	Healthcare - Contribution	24,380.00
<b>23658/APP/2021/1296</b>	NORTHWOOD & PINNER COTTAGE HOSP & NORTHWOOD HEALTH CENTRE, PINNER ROAD, NORTHWOOD, HA6 1TH	Monitoring Fees	23,900.37
<b>76760/APP/2022/1889</b>	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	Air Quality - Contribution	23,724.00
<b>68663/APP/2023/1933</b>	Former B&M Unit 217 HIGH STREET, YIEWSLEY, UB7 7GN	Monitoring Fees	23,368.58
<b>35810/APP/2023/2106</b>	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	AH - Payment in Lieu	21,353.00
<b>77241/APP/2022/1407</b>	Unit 3, Clayfield Way, West Drayton, UB11 1FH	Monitoring Fees	20,585.00
<b>35810/APP/2023/2106</b>	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	Air Quality - Contribution	20,541.00
<b>73201/APP/2021/630</b>	Land East of 1040, UXBRIDGE ROAD, HAYES	Travel Plan Resi - Sum / Bond	20,000.00
<b>8294/APP/2022/2576</b>	FORMER EMI SITE, DAWLEY ROAD, HAYES, UB3 1HH	Travel Plan Com - Sum / Bond	20,000.00
<b>49467/APP/2022/2801</b>	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	Travel Plan Com - Sum / Bond	20,000.00
<b>1058/APP/2021/3423</b>	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	Travel Plan Com - Sum / Bond	20,000.00
<b>1058/APP/2021/3423</b>	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	Parking Management - Contribution	20,000.00
<b>74738/APP/2023/844</b>	13A NORTH COMMON ROAD, UXBRIDGE, UB8 1PD	Biodiversity	20,000.00
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Travel Plan Resi - Sum / Bond	20,000.00
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Travel Plan Com - Sum / Bond	20,000.00
<b>924/APP/2022/3603</b>	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	Travel Plan Resi - Sum / Bond	20,000.00
<b>76760/APP/2022/1889</b>	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	Travel Plan Resi - Sum / Bond	20,000.00

<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Travel Plan Resi - Sum / Bond	20,000.00
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Air Quality - Contribution	19,985.00
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Community Facilities - Contribution	19,840.00
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Signage /Wayfinding	18,500.00
<b>1331/APP/2017/1883</b>	FORMER NESTLE FACTORY, NESTLES AVENUE, HAYES	Air Quality - Contribution	17,701.00
<b>1058/APP/2021/3423</b>	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	Parks/POS - Contribution	15,750.00
<b>8294/APP/2022/2576</b>	FORMER EMI SITE, DAWLEY ROAD, HAYES, UB3 1HH	Public Realm - Contribution	15,000.00
<b>1058/APP/2021/3423</b>	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	Canals and Waterways - Contribution	15,000.00
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Cycling - Contribution	15,000.00
<b>2082/APP/2023/516</b>	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD, HA6 2YE	Air Quality - Contribution	12,222.00
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Cycling - Contribution	12,000.00
<b>8294/APP/2022/2576</b>	FORMER EMI SITE, DAWLEY ROAD, HAYES, UB3 1HH	Monitoring Fees	11,371.92
<b>924/APP/2022/3603</b>	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	Air Quality - Contribution	9,784.00
<b>77241/APP/2022/1407</b>	Unit 3, Clayfield Way, West Drayton, UB11 1FH	Monitoring Fees	9,553.80
<b>5564/APP/2022/2356</b>	53-55 THE BROADWAY, JOEL STREET, NORTHWOOD, HA6 1NZ	Parks/POS - Contribution	8,725.00
<b>72906/APP/2022/2555</b>	Unit 6 & 7 Orbital Industrial Estate, HORTON ROAD, YIEWSLEY	Air Quality - Contribution	8,330.00
<b>2621/APP/2022/3293</b>	Elystan Business Centre, Pets At Home, SPRINGFIELD ROAD, HAYES, UB4 0UP	Monitoring Fees	8,313.10
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Parking Management - Contribution	8,000.00
<b>73201/APP/2021/630</b>	Land East of 1040, UXBRIDGE ROAD, HAYES	Healthcare - Contribution	7,863.00
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Air Quality - Contribution	7,637.00
<b>77241/APP/2022/1407</b>	Unit 3, Clayfield Way, West Drayton, UB11 1FH	Monitoring Fees	7,175.48
<b>924/APP/2022/3603</b>	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	Healthcare - Contribution	6,487.00

<b>35810/APP/2023/2106</b>	TAVISTOCK WORKS, TAVISTOCK ROAD, YIEWSLEY	Monitoring Fees	6,451.00
<b>12019/APP/2021/2298</b>	CEDAR HOUSE, VINE LANE, HILLINGDON	Air Quality - Contribution	6,191.00
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Cycling - Contribution	6,000.00
<b>1058/APP/2021/3423</b>	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	Parking Management - Contribution	5,400.00
<b>10622/APP/2006/2494</b>	HIGHGROVE HOUSE ANNEX, EASTCOTE ROAD, RUISLIP	Healthcare - Contribution	3,156.00
<b>49467/APP/2022/2801</b>	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	Monitoring Fees	2,996.34
<b>76768/APP/2023/675</b>	11-13 DOGHURST AVENUE, HARLINGTON, UB3 5BJ	Parks/POS - Contribution	2,000.00
<b>49467/APP/2022/2801</b>	SHURGARD HOUSE, WESTMOUNT CENTRE, UXBRIDGE ROAD, HAYES, UB4 0HD	Carbon Offset - Contribution	1,914.00
<b>3348/APP/2023/138</b>	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	Local Emp - Co-ordinator Contribution	1,800.00
<b>3348/APP/2023/138</b>	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	Carbon Offset - Contribution	462.00
<b>72906/APP/2022/2555</b>	Unit 6 & 7 Orbital Industrial Estate, HORTON ROAD, YIEWSLEY	Monitoring Fees	416.50
<b>12019/APP/2021/2298</b>	CEDAR HOUSE, VINE LANE, HILLINGDON	Monitoring Fees	309.55
<b>18399/APP/2022/411</b>	UNIT D PROLOGIS PARK, STOCKLEY ROAD, WEST DRAYTON, UB7 9FN	Carbon Offset - Contribution	To be calculated on S106 trigger
<b>73201/APP/2021/630</b>	Land East of 1040, UXBRIDGE ROAD, HAYES	Monitoring Fees	To be calculated on S106 trigger
<b>3348/APP/2023/138</b>	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	Monitoring Fees	To be calculated on S106 trigger
<b>3348/APP/2023/138</b>	MEADOW HIGH SCHOOL, ROYAL LANE, HILLINGDON	Monitoring Fees	To be calculated on S106 trigger
<b>15604/APP/2020/283</b>	FORMER SEA CADETS SITE, WATERSPLASH LANE, HAYES, UB3 4QS	Monitoring Fees	To be calculated on S106 trigger
<b>1058/APP/2021/3423</b>	PADDINGTON PACKET BOAT PUBLIC HOUSE, HIGH ROAD, COWLEY UXBRIDGE	Carbon Offset - Contribution	To be calculated on S106 trigger

<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Drainage / Flood / Water Management	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Monitoring Fees	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Monitoring Fees	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Local Emp - Con Training Contribution	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Local Emp - Con Training Contribution	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Local Emp - Co-ordinator Contribution	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Local Emp - Co-ordinator Contribution	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Drainage / Flood / Water Management	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Air Quality - Contribution	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Carbon Offset - Contribution	To be calculated on S106 trigger
<b>4058/APP/2022/1788</b>	HILLINGDON HOSPITAL, PIELD HEATH ROAD, HILLINGDON, UB8 3NN	Carbon Offset - Contribution	To be calculated on S106 trigger
<b>10112/APP/2022/1474</b>	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	Carbon Offset - Contribution	To be calculated on S106 trigger
<b>10112/APP/2022/1474</b>	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	AH - Review Mechanism	To be calculated on S106 trigger

<b>10112/APP/2022/1474</b>	LAND TO THE EAST OF LONDON SCHOOL OF THEOLOGY, GREEN LANE, NORTHWOOD, HA6 2UW	Monitoring Fees	To be calculated on S106 trigger
<b>924/APP/2022/3603</b>	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	Monitoring Fees	To be calculated on S106 trigger
<b>924/APP/2022/3603</b>	DENVILLE HALL, DUCKS HILL ROAD, NORTHWOOD	Local Emp - Co-ordinator Contribution	To be calculated on S106 trigger
<b>76760/APP/2022/1889</b>	14-18 Pield Heath Road & 2 Pield Heath Avenue, PIELD HEATH AVENUE, UXBRIDGE, UB8 3NF	Monitoring Fees	To be calculated on S106 trigger
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Monitoring Fees	To be calculated on S106 trigger
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	AH - Review Mechanism	To be calculated on S106 trigger
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Local Emp - Con Training Contribution	To be calculated on S106 trigger
<b>36678/APP/2021/3370</b>	3 VIVEASH CLOSE, HAYES, UB3 4RY	Local Emp - Co-ordinator Contribution	To be calculated on S106 trigger
<b>2082/APP/2023/516</b>	NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD, HA6 2YE	Monitoring Fees	To be calculated on S106 trigger
<b>75221/APP/2022/2968</b>	BEACHES YARD, HORTON ROAD, YIEWSLEY	Monitoring Fees	To be calculated on S106 trigger
<b>75221/APP/2022/2968</b>	BEACHES YARD, HORTON ROAD, YIEWSLEY	Energy/Sustainability - Monitoring	To be calculated on S106 trigger



## ENGAGEMENT ON THE DRAFT UXBRIDGE TOWN CENTRE VISION

<b>Committee name</b>	Residents' Services Select Committee
<b>Officer reporting</b>	Mathieu Rogers
<b>Papers with report</b>	Appendix 1 - Draft Uxbridge town centre vision – Report to Cabinet Appendix 2 – Draft Uxbridge Vision Document Appendix 3 – Summary Consultation Document
<b>Ward</b>	Uxbridge, Hillingdon West

### HEADLINES

The draft Uxbridge Town Centre Vision has been developed following a period of initial evidence gathering and engagement with over 800 local stakeholders in the summer of 2023. The draft Vision document seeks to establish a direction for future development and activity within Uxbridge town centre. Public engagement on the draft Vision document will provide the opportunity to test the emerging proposals with local stakeholders before the Vision is adopted.

Cabinet will consider the feedback from the public engagement in early 2025, before its final approval.

### RECOMMENDATION

**That the Residents' Services Select Committee notes the draft Uxbridge Town Centre Vision and submits any comments as part of the public engagement and for submission to Cabinet.**

### SUPPORTING INFORMATION

#### 1. Background

In response to the 'Thriving Economy' commitment in the Council Strategy 2022-2026 and as part of setting out a new spatial vision for the Borough in the emerging Local Plan, the Council is seeking to create a new blueprint for Uxbridge town centre. Uxbridge is the largest town centre in Hillingdon and is intended to serve a wider metropolitan catchment area. It plays a crucial role in the Borough's overall economy with a mixture of offices, retail and restaurants well connected by public transportation.

However, Uxbridge town centre, like many urban centres, faces several economic challenges. These include increasing retail vacancy rates, competition from larger retail hubs, changes in office space demand and the need for diversification beyond traditional retail. Addressing these economic challenges requires a coordinated response. To this end, Hillingdon Council has commissioned a vision for Uxbridge town centre, led by Allies and Morrison Urban Practitioners,

supported by Avison Young, Urban Flow, Brunel University, and JA Projects. The Vision aims to provide a strategic framework for the future of Uxbridge, addressing movement, development, public realm strategies, and short-term revitalisation actions. Community engagement has been a crucial aspect, with feedback shaping the proposals. This project has been partially funded by the Mayor of London High Streets for All programme through the award of a grant.

## 2. The Emerging Vision

The proposed vision for Uxbridge town centre is to transform it into a vibrant, inclusive space where people can live, work, visit, play, and socialise. The town will focus on sustainability, healthy living, excellent walking and cycling routes, and high-quality public transport. It aims to blend its historical legacy with contemporary needs, fostering a sense of community and inclusivity.

## 3. Key Issues and Themes

- I. **Economic Resilience:** While not declining, the town centre's economy is vulnerable with high vacancy rates. The vision emphasises diversifying the economic offer, repurposing spaces to meet changing demands, and better serving residents' needs.
  - **Principles:** Diversify the offer, repurpose to meet demands, better serve residents.
  - **Strategic Moves:** Create a leisure and culture focus, support the office market, establish the Civic Centre as a community hub, improve public transport, and introduce residential spaces.
- II. **Serving Local Communities:** The town centre needs to better cater to its local population, addressing the demand for leisure and cultural activities.
  - **Principles:** Enhance community engagement, provide diverse activities.
  - **Strategic Moves:** Engage local educational institutions, support community-oriented spaces and services.
- III. **Enhancing the Environment:** The town's public realm and built environment have potential but are currently underutilised. Improvements in transport infrastructure, green spaces, and overall town character are essential.
  - **Principles:** Restore connections, enhance public spaces.
  - **Strategic Moves:** Improve cycling and bus connections, introduce green spaces, and revitalise key areas like the High Street and Windsor Street.

## 4. Frameworks

The draft vision includes detailed frameworks for movement, land use, and sustainability:

- **Movement Framework:** Focuses on improving transport connectivity, safety, and accessibility.
- **Land Use Framework:** Proposes mixed-use development to foster economic and social vitality.
- **Sustainability Framework:** Emphasises green infrastructure, energy efficiency, and climate resilience.

## 5. Delivery

The Vision is also supported by a delivery strategy that outlines short-term and long-term actions to realise the vision. Short-term actions include physical and non-physical interventions to attract

more people and create a stronger identity for the town centre. Continuous community engagement and coordinated efforts across various domains will be crucial for successful implementation.

## **6. Proposed Engagement**

Subject to approval by the Council's Cabinet, it is proposed to undertake public engagement on the emerging Vision which will be led by the Council's Strategic Planning and Regeneration Service. The engagement will seek to gain feedback on the proposed approach, add additional comments and build support for the ongoing delivery of the vision. An executive summary of the vision will be produced to ensure the draft vision is accessible to wide range of stakeholders. The engagement will primarily be carried out online via survey and workshops, including activities within Uxbridge town centre. The engagement on the draft Vision will be promoted using Hillingdon People, the council's website and social media. It will also be promoted using a network of community and cultural organisations including the Uxbridge BID.

## **PERFORMANCE DATA**

Following the engagement, the responses received will be summarised in an Engagement report and any proposed updates will be presented to Cabinet to consider as part of a subsequent adoption report.

## **RESIDENT BENEFIT**

The proposed Vision for Uxbridge town centre will promote coordinated investment which will have important economic and environmental benefits as well as providing opportunities for the provision of new homes.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with the recommendations to this report. The proposed work will be undertaken by existing resources within the Strategic Planning and Regeneration Service.

## **LEGAL IMPLICATIONS**

Approval of the vision is a Cabinet function. The vision will not form part of the Council's development plan but would be a material consideration in the Council's decision-making as the Local Planning Authority.

## **BACKGROUND PAPERS**

[Uxbridge Baseline Report](#)

## **APPENDICES**

Draft Uxbridge town centre vision

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## DRAFT UXBRIDGE TOWN CENTRE VISION FOR PUBLIC ENGAGEMENT

<b>Cabinet Member &amp; Portfolio</b>	Cllr Eddie Lavery Cabinet Member for Residents' Services
<b>Responsible Officer</b>	Corporate Director of Central Services
<b>Report Author &amp; Directorate</b>	Julia Johnson, Director of Planning, Regeneration and Environment Central Services Directorate
<b>Papers with report</b>	Appendix 1 – Draft Uxbridge Vision Document ( <b>circulated separately, copies online and Group Offices</b> ) Appendix 2 – Summary Consultation Document

### HEADLINES

<b>Summary</b>	To seek approval to commence public engagement on the draft Uxbridge Town Centre Vision
<b>Putting our Residents First Delivering on the Council Strategy 2022-2026</b>	This report supports our ambition for residents / the Council of: Enjoy access to green spaces, leisure activities, culture and arts  This report supports our commitments to residents of: A Thriving Economy
<b>Financial Cost</b>	There are no direct financial costs associated with the recommendations to this report. The proposed work will be funded from existing General Fund budget resources within the Strategic Planning and Regeneration service.
<b>Select Committee</b>	Residents' Service Select Committee
<b>Relevant Ward(s)</b>	Uxbridge, Hillingdon West

### RECOMMENDATIONS

That Cabinet:

- 1) **Agrees the draft Uxbridge Town Centre Vision (Appendix 1) and summary document (Appendix 2) for public engagement for a period of at least eight weeks to secure residents' feedback on the proposed Vision.**
- 2) **Authorises the Corporate Director for Central Services, in conjunction with the Cabinet Member for Residents' Services, to make any minor textual changes to the Vision, prior to the public engagement exercise.**
- 3) **Notes that following the period of public engagement, and the views received, a final Vision will be reported back to Cabinet for approval.**

## Reasons for recommendation

The draft Uxbridge Town Centre Vision has been developed following a period of initial evidence gathering and engagement with over 800 local stakeholders in the summer of 2023. The draft Vision document seeks to establish a direction for future development and activity within Uxbridge town centre. Public engagement on the draft Vision document will provide the opportunity to test the emerging proposals with local stakeholders before the Vision is adopted by the Council.

## Alternative options considered / risk management

The Vision could be adopted without further engagement, but this would not build on the positive community response following the initial engagement exercise.

## Select Committee comments

The Residents' Services Select Committee will consider and provide any comments on the Vision, as part of the engagement exercise, at its meeting in November 2024.

# SUPPORTING INFORMATION

## 1. Background

In response to the 'Thriving Economy' commitment in the Council Strategy 2022-2026 and as part of setting out a new spatial vision for the borough in the emerging Local Plan, the council is seeking to create a new blueprint for Uxbridge town centre. Uxbridge is the largest town centre in Hillingdon and is intended to serve a wider metropolitan catchment area. It plays a crucial role in the overall economy of the borough with a mixture of offices, retail and restaurants that are well connected by public transportation.

However, Uxbridge town centre, like many urban centres, faces several economic challenges. These include increasing retail vacancy rates, competition from larger retail hubs, changes in office space demand and the need for diversification beyond traditional retail. Addressing these economic challenges requires a coordinated response. To this end, Hillingdon Council has commissioned a vision for Uxbridge town centre, led by Allies and Morrison Urban Practitioners, supported by Avison Young, Urban Flow, Brunel University, and JA Projects. The Vision aims to provide a strategic framework for the future of Uxbridge, addressing movement, development, public realm strategies, and short-term revitalisation actions. Community engagement has been a crucial aspect, with feedback shaping the proposals.

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The Vision is also supported by a delivery strategy that outlines short-term and long-term actions to realise the vision. Short-term actions include physical and non-physical interventions to attract more people and create a stronger identity for the town centre. Continuous community engagement and coordinated efforts across various domains will be crucial for successful implementation.

## 6. Proposed Engagement

It is proposed to undertake public engagement on the emerging Vision which will be led by the council's Strategic Planning and Regeneration Service. The engagement will seek to gain feedback on the proposed approach, add additional comments and build support for the ongoing delivery of the vision. An executive summary of the vision has also been produced to ensure the draft vision is accessible to wide range of stakeholders.

The engagement will primarily be carried out online via survey and workshops, including activities within Uxbridge town centre. The engagement on the draft Vision will be promoted using Hillingdon People, the council's website and social media. It will also be promoted using a network of community and cultural organisations including the Uxbridge BID.

## 7. Outputs

Following the engagement, the responses received will be summarised in an Engagement report and any proposed updates will be presented to Cabinet to consider as part of a subsequent adoption report.

## 8. Financial Implications

There are no direct financial costs associated with the recommendations to this report. The proposed work will be funded from the existing General Fund budget within the Strategic Planning and Regeneration Service.

# RESIDENT BENEFIT & CONSULTATION

## The benefit or impact upon Hillingdon residents, service users and communities?

The proposed Vision for Uxbridge town centre will promote coordinated investment which will have important economic and environmental benefits as well as providing opportunities for the provision of new homes.

## Consultation carried out or required

As set out in the main body of the report.

# CORPORATE CONSIDERATIONS

## Corporate Finance

Corporate Finance have reviewed this report and concur with the Financial Implications set out above, noting there are no direct financial implications associated with the recommendations contained in this report. However, it is noted that the new Vision, once finalised and reported back to Cabinet will need to consider the financial implications for the Council at this time.



## Legal

Approval of the vision is a Cabinet function. The vision will not form part of the Council's development plan but would be a material consideration in the Council's decision-making as the Local Planning Authority.

## BACKGROUND PAPERS

NIL

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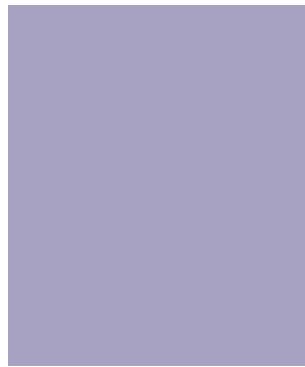


# UXBRIDGE

## Town Centre Vision

September 2024





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## PROJECT TEAM

Allies and Morrison Urban  
Practitioners

Avison Young

Urban Flow

Brunel University

JA Projects

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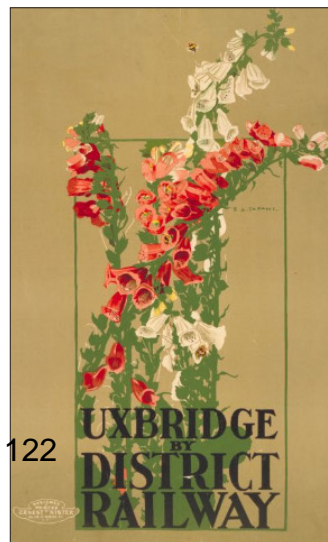
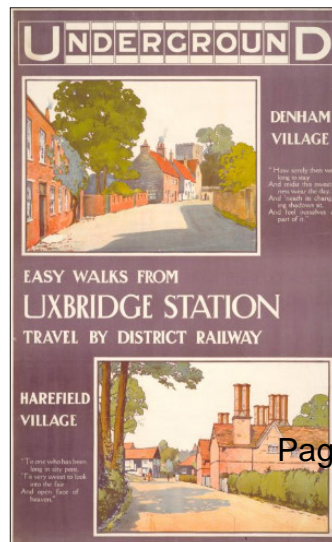
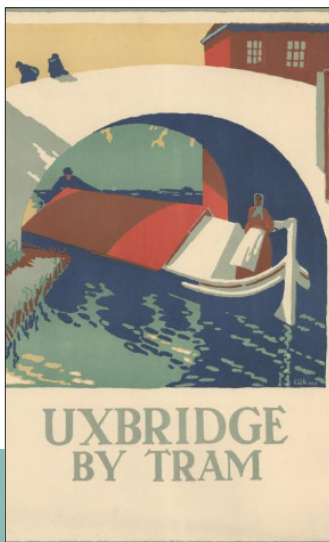
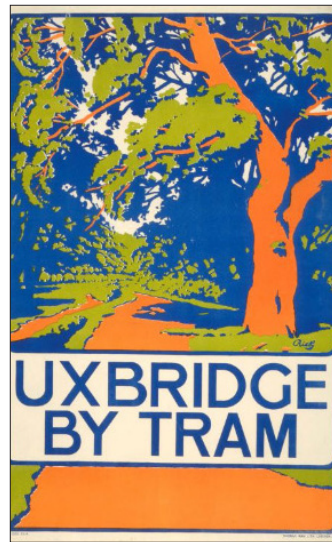
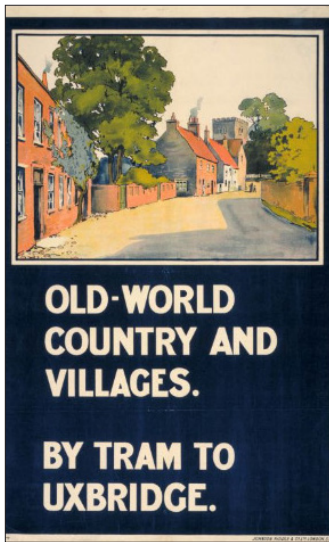
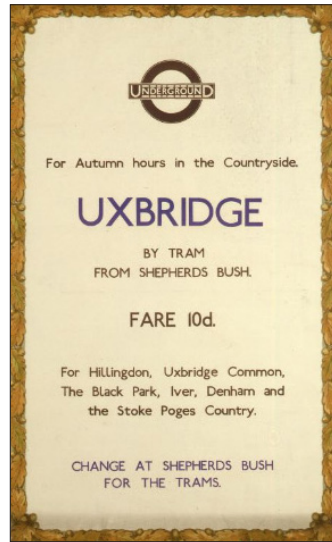
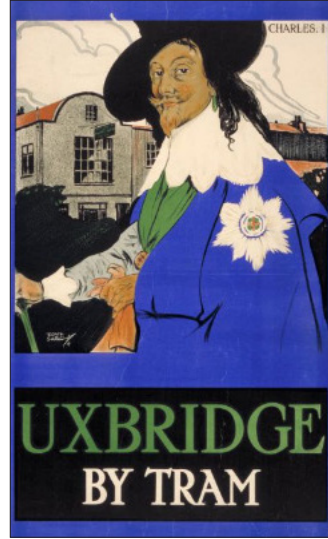


Fig 1.1: Historic posters for transport in Uxbridge produced in the early 1900s. Source: London Transport Museum collection (permission requested), various

# 1.1 Introduction

Hillingdon Council has commissioned a team led by Allies and Morrison Urban Practitioners to prepare a vision for Uxbridge Town Centre. Allies and Morrison Urban Practitioners are leading the masterplanning process and are supported by Avison Young (economy and property), Urban Flow (transport), Brunel University (community engagement) and JA Projects (short term interventions).

Hillingdon Council is reviewing the Local Plan, and this Town Centre Vision will provide an updated vision for Uxbridge as a part of this Local Plan review.

The Uxbridge Town Centre Vision will be a strategic piece that sets out a high-level vision and framework for the future of Uxbridge. It will include a movement strategy, development strategy and public realm strategy, alongside a delivery plan for short term as well as short term interventions for revitalisation. The proposals will be closely informed and shaped by community engagement led by Brunel University.

This document follows a baseline analysis stage which provided a detailed assessment of Uxbridge Town Centre and the immediate hinterland areas. It established an evidence base to inform a set of principles and priorities for the vision.

This Town Centre Vision focuses on Uxbridge's centre. Its purpose is to provide a clear framework for decision making - steering investment priorities, setting principles for development and intervention and providing the basis for landowners and investors to confidently progress plans.

The vision is based on an extensive evidence base and active community engagement. Many stakeholders and representatives have given their time generously and are eager to see the vision delivered once it is agreed. The vision will act as a key document, setting a strategy to achieve parts of the new Local Plan.

This document will be corporately adopted as Council policy, and as such will direct funding and investment decisions immediately. The document is a 15 year vision and therefore stretches beyond existing planning policy but will address the new Local Plan period.

Hillingdon Council would appreciate feedback on all proposals from the public and local stakeholders. The Council will not be able to take all ideas forward, however, consultation will provide a basis for a focus for investment and future priorities for Uxbridge Town Centre.



The Uxbridge Town Centre Vision provides an exciting opportunity to explore a thoughtful and locally specific response to the issues affecting high streets and town centres across the country, and to embrace the assets and roles which make the town centre such a key positive feature for Uxbridge and its residents.

The first phase of community engagement ran between June and August 2023 and wide variety of activities to consult diverse user groups including key stakeholders, community leaders, office workers, business owners, students, and local residents. The methods used include ethnographic observation, experiential mapping, on-street interviews, walk arounds, focus groups, drop in sessions, surveys, social media analysis and a public exhibition. In total 1,097 people participated in the various community consultation activities. This baseline report draws in

findings from the community engagement at key points. This includes area-specific findings where appropriate e.g. Windsor Street and Civic Centre, a summary at the end of each chapter of headline messages relating to each theme, as well as interview quotes throughout the analysis.

The second phase of engagement will take place in Summer 2024 and will test the content of this Draft Town Centre Vision.



Fig 1.2: Photographs of engagement events and activities





## 1.2 Why we need a vision

### Purpose of the study

A coherent framework for future activity and investment

The purpose of the town centre vision is to establish a long term strategy within which short term interventions can be delivered. The framework must encompass a movement and transport strategy, a development and renewal strategy, a land use framework and a public realm strategy.

Some key aspects that the vision must explore are:

**Public realm vitality:** creation of new spaces to socialise that will encourage the community to visit the town centre more and support its businesses. These include a new series of permanent and temporary public spaces.

**New activities:** A programme of interventions such as pop-up shops, maker spaces, and exhibitions that bring new organisations into the town centre.

**Better links:** The improvement of connections with surrounding areas, notably St. Andrews Park, Fasnidge Park and Brunel University, to bring more footfall into the centre, especially in the evenings.

**Residential intensification:** options for increasing opportunities to live within the town centre.

### Context

#### Policy context

This document sits within a unique policy context, which was thoroughly reviewed during the baseline stage. The review was important to understand the huge amount of work that has already been done examining Uxbridge town centre. The policy context underpins the vision, understanding how the project can build upon existing policy and where there may be gaps in understanding/proposals.

#### Previous work

The vision is not starting from scratch. Much work has been done before and the team have absorbed these studies and built on them to establish a comprehensive framework for future change. This includes 2016 We Made That Strategy, 2017 DK-CM report and 2021 Re-imagining Uxbridge High Street by Brunel University for the Hillingdon Chamber of Commerce.



## Baseline activities (stage 1)

### Engagement activities:

- 1,097 people spoken to via interviews, focus groups, walkarounds, drop ins and exhibition event
- User group analysis
- Meetings with key stakeholders, landowners and local groups
- Initial findings (detailed report to follow in Sept)
- Social media analysis

### Urban design analysis:

- Character analysis and mapping
- Public realm analysis and comparison with previous studies
- Climate change considerations (mitigation and adaptation)

### Movement analysis:

- Meetings with Transport for London, Greater London Authority and Hillingdon officers
- Data gathering
- Analysis of wider regional connections
- Impact assessments of built form on active travel

### Economic, social and commercial evidence base:

- Examination of Uxbridge's economy/office base
- Examination of Uxbridge's high street mix
- Demographic analysis and trends
- Implications of retail and office shifts



Source: Love Uxbridge BID

## 1.3 Location and study area

### Vision study area boundary

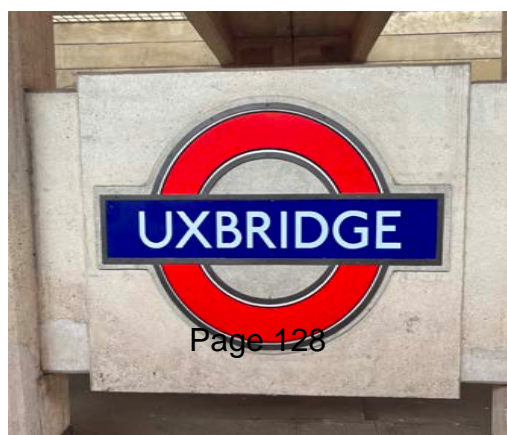
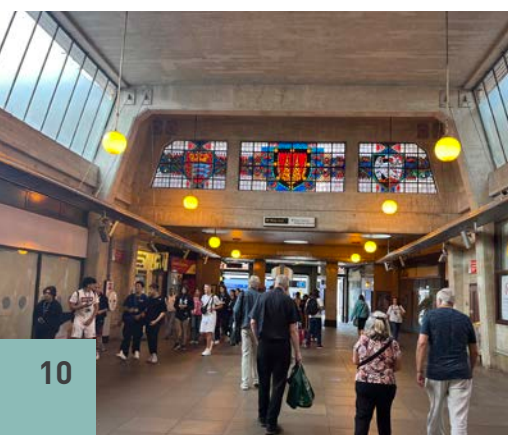
The core study boundary is the designated town centre boundary (shown in red on the adjacent plan). However, the baseline analysis has also looked at the immediate areas around this boundary, as well as the wider catchment for the town centre. In addition to the town centre boundary there are two additional sites identified by Hillingdon Council for consideration. The study area considers the major retail and commercial spaces, transport interchanges and contains numerous stakeholders.

### Strategic connections

Uxbridge town centre is approximately 15 miles west of Central London, located right on the western edge of Greater London. It is a Metropolitan Centre and the commercial and civic focus for the London Borough of Hillingdon. Uxbridge station is in the centre of the High Street and is the western terminus for the Metropolitan and Piccadilly underground lines.

Despite the direct links into central London, the journey time is relatively long, especially in the context of the connections that Hayes and West Drayton have through the Elizabeth. The central reaches West Ruislip nearby.

These east-west connections are stronger, however, than the north-south movement throughout the borough. London Heathrow airport is south of Uxbridge but not easily accessed. Many studies have examined rapid bus transit between Uxbridge and Heathrow, however, they have been deemed unviable.



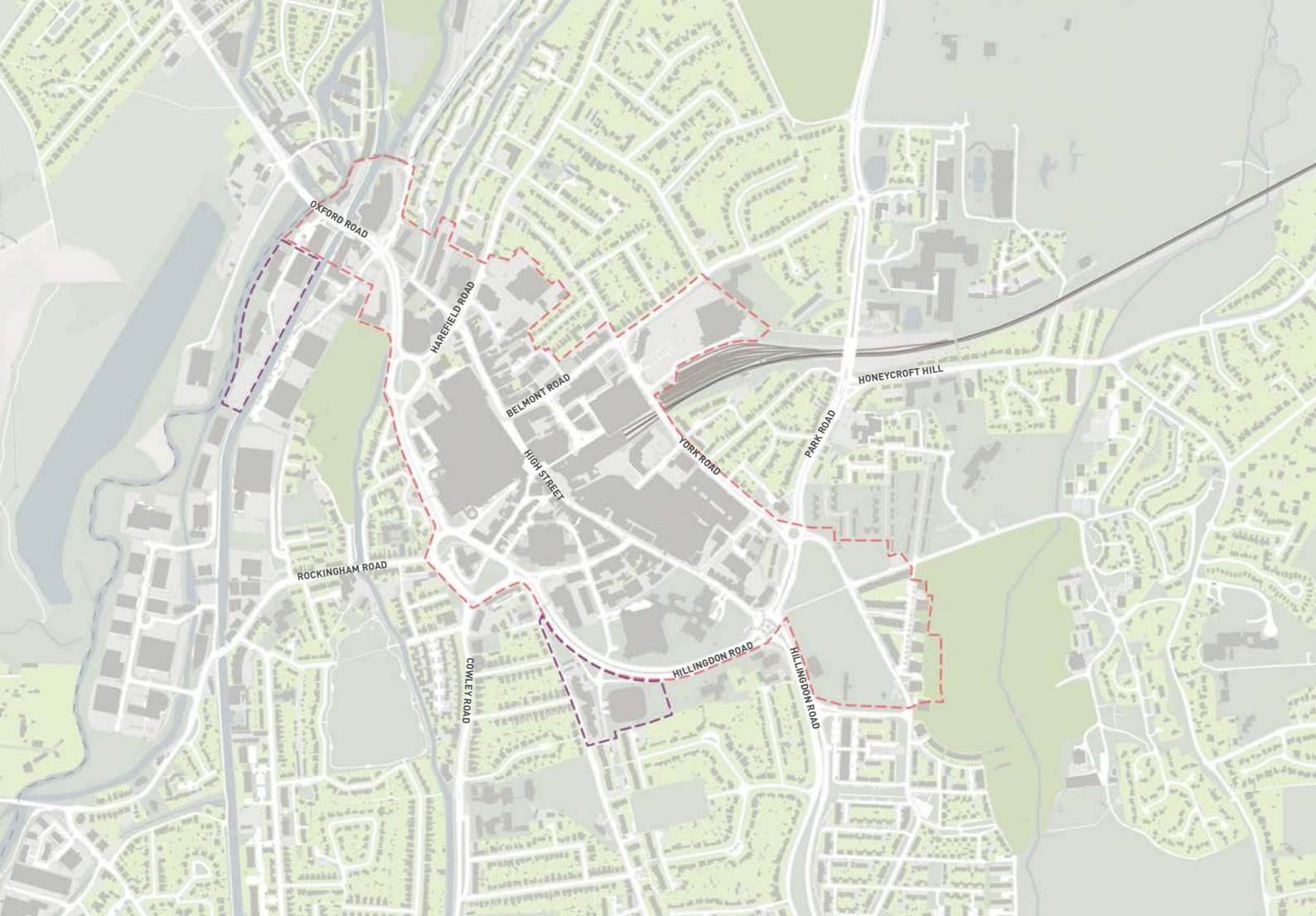
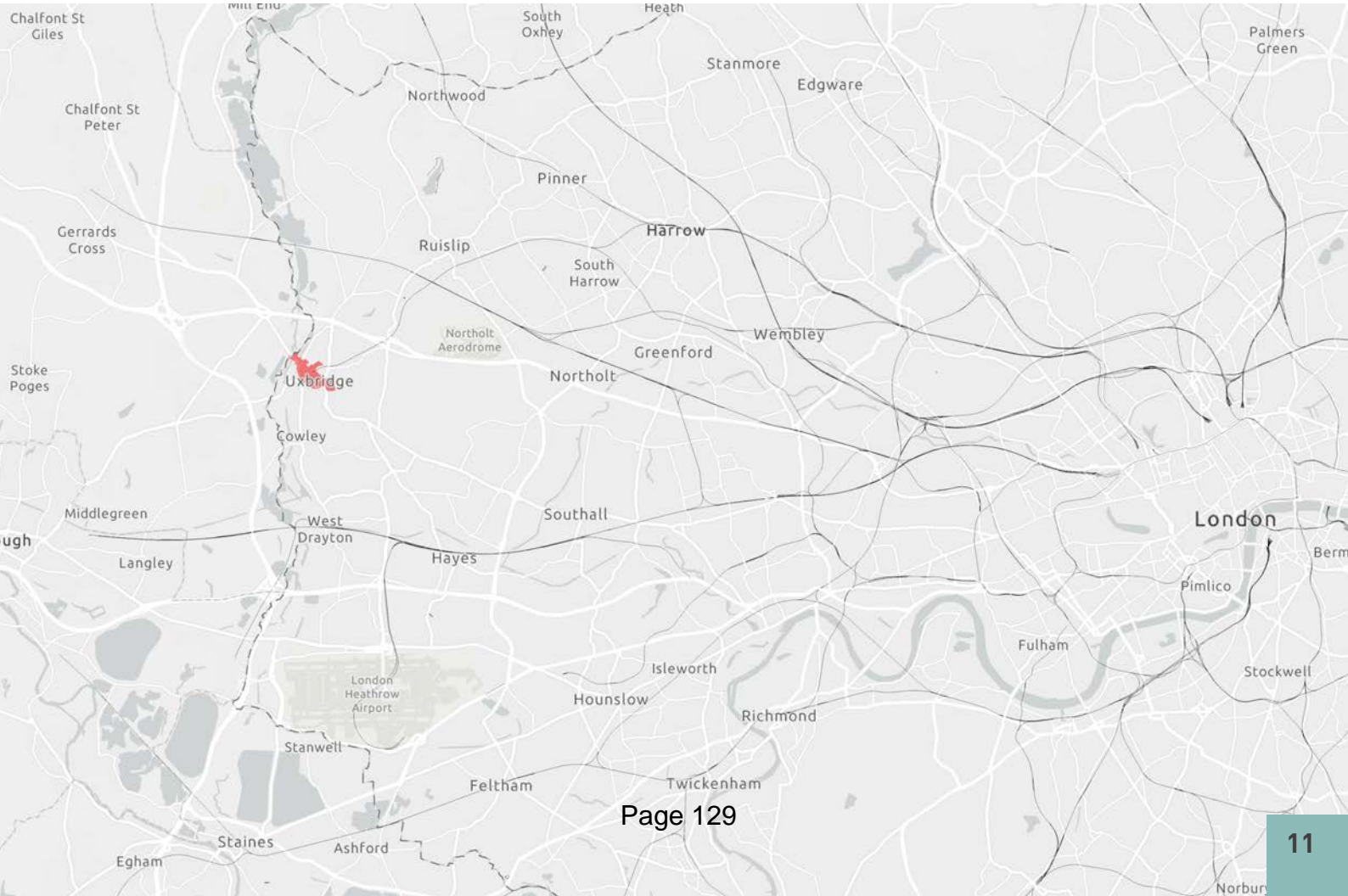


Fig 1.3: Study area - Uxbridge town centre boundary and additional adjacent opportunity sites. Source: © Crown copyright Ordnance Survey 2023 OS licence 09121572

Fig 1.4: Location plan - Uxbridge sits at the western edge of Greater London. Source: © Crown copyright Ordnance Survey 2023 OS licence 09121572





OXFORD ROAD

Buckinghamshire  
New University

HAREFIELD ROAD

Police  
Station

Fassnidge  
Park

The Pavilions

BELMONT ROAD

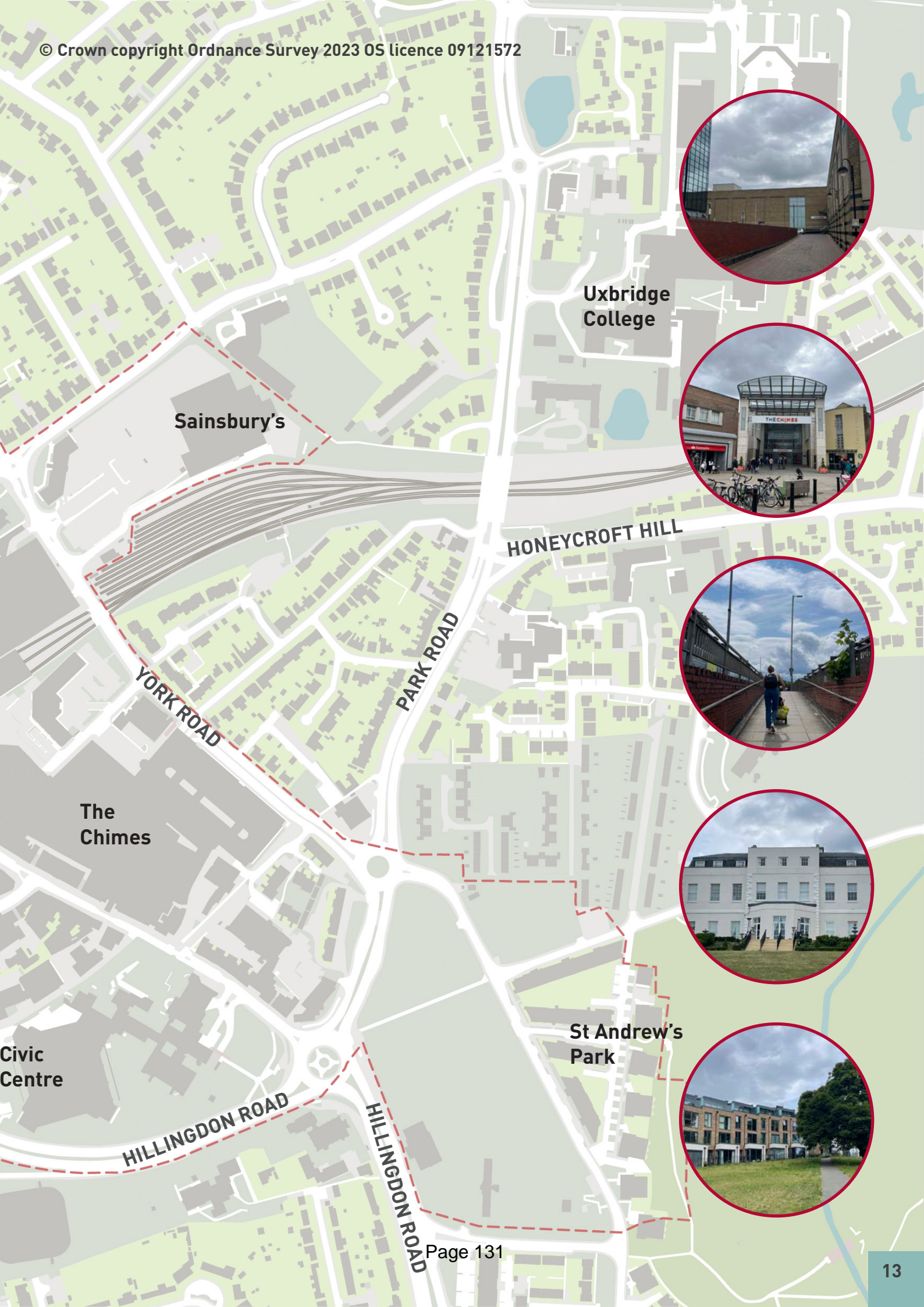
HIGH STREET

Tube  
station

ROCKINGHAM ROAD

The  
Charter  
Building

COWLEY ROAD



Sainsbury's

Uxbridge College

HONEYCROFT HILL

YORK ROAD

PARK ROAD

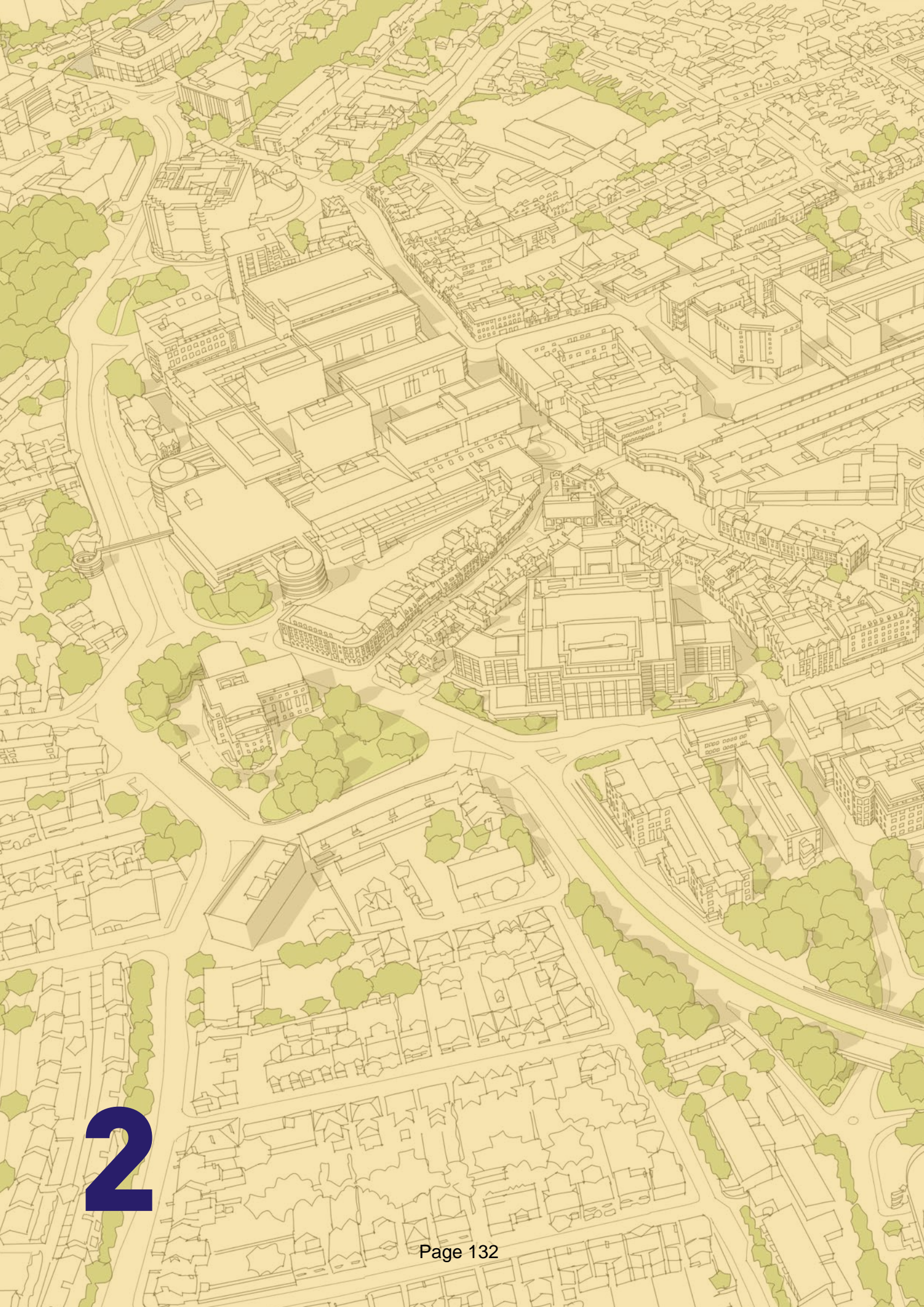
The Chimes

Civic Centre

HILLINGDON ROAD

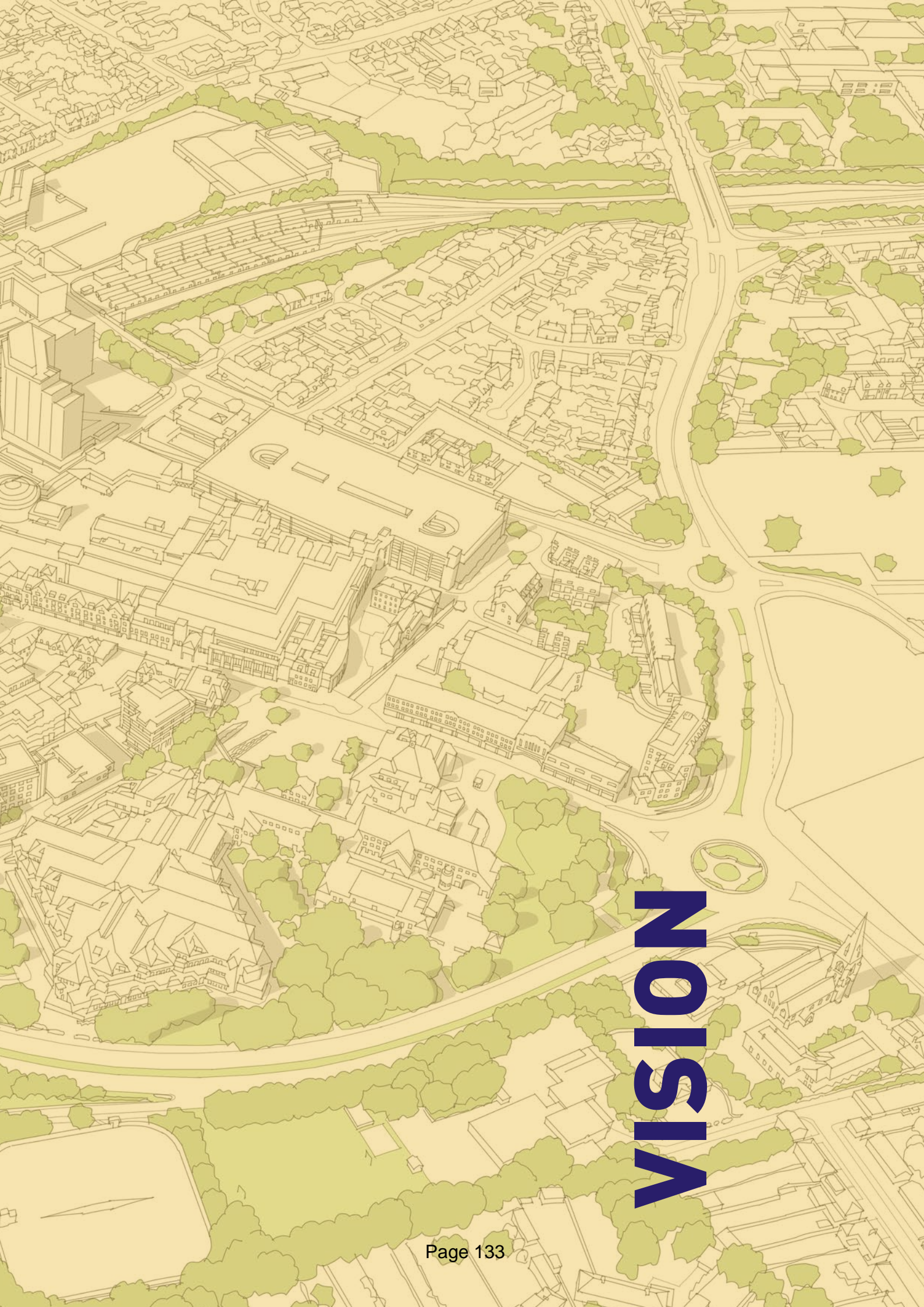
HILLINGDON ROAD

St Andrew's Park



# 2





# VISION

## 2.1 A vision for Uxbridge

### WELCOME TO UXBRIDGE

Uxbridge will establish an identity as a **welcoming town centre for all**.

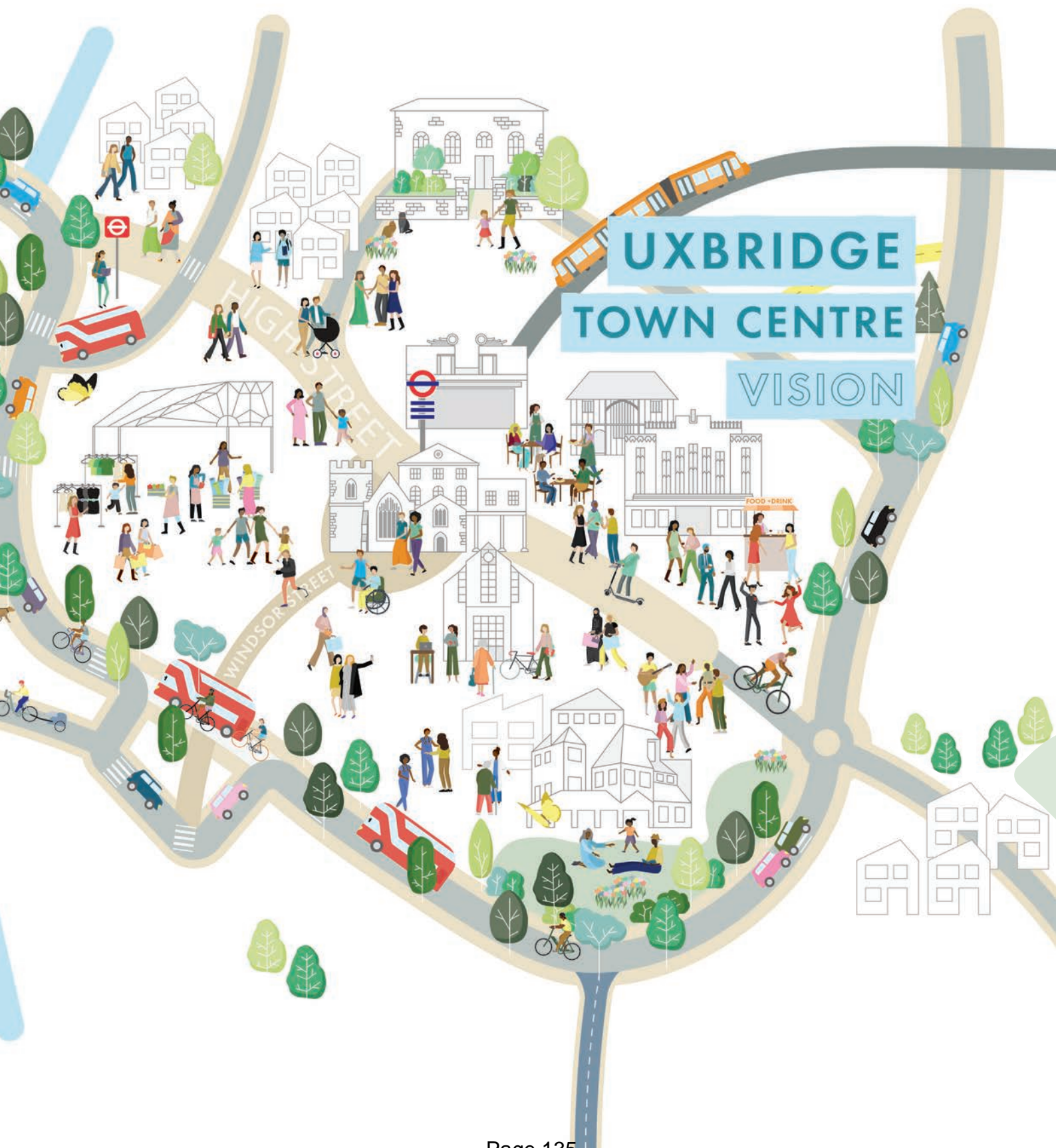
Local people are hugely invested in the town centre but they need it to evolve and catch up with their current needs and to more proactively respond to future trends.

It will be a place where people can **live, work, visit, play, socialise, network, exercise, stay and meet daily needs**.

It will celebrate its past, but live in the present, welcoming visitors and encouraging inclusive community living.

**Sustainability and healthy living will be at the heart of the town's future** with excellent walking and cycling routes connecting neighbourhoods and the town centre, with high quality public transport services.





## 2.2 Issues to be addressed

The Uxbridge Town Centre Vision project started with an extensive analysis of the town centre. At the outset a set of hypotheses about how the town centre performs were established. These hypotheses were informed by early conversations with stakeholders, and were then tested through data analysis, surveys and community engagement.

The result was a set of conclusions that nuances some of the assumptions that many stakeholders had about the town centre:

1. The town centre's economy is not declining, but it is vulnerable.
2. The town centre could serve its local population better.
3. The town centre has a comparatively small population, but this is already growing and there is scope for significantly more.
4. The town centre is not realising its potential, particularly in relation to its built fabric, public realm and overall character - many parts of the centre have hidden qualities that could be much better celebrated.
5. The town centre has been undermined by layers of transport infrastructure, particularly road infrastructure.
6. The town centre has lost some of its innate flexibility over time with the introduction of large format buildings and major roads, but there is scope to re-introduce greater adaptability.

These conclusions informed a set of three core themes that the strategy should focus on addressing:

- Building economic resilience
- Better serving local communities
- Enhancing the Environment

Under each of these themes, the team have developed core principles for future change and strategic moves that should be made to support change on the ground.

Chapter 3 outlines the three key issues that have emerged from the baseline findings, the principles that relate to each issue and strategic moves to address the issue. A breakdown of their relationship can be found on this spread.

### Issue: Building economic resilience



Unlike many other centres, the town centre's economy is not declining, however it is vulnerable. Vacancy rates in the town centre are problematic, both for retail and commercial space.

As the town centre has absorbed previous changes and responded to market demands, the physical nature of the town centre has become increasingly inflexible. Major roads and roundabouts now inhibit access into the town centre and development, whilst large format buildings mean the permeability of the town centre has been reduced with block footprints becoming much larger and the routes through them lost. The vision needs to re-introduce greater flexibility to allow the town centre to more deftly adapt and change to future needs.

There is demand for new activities in the town centre. Local people want to see the town centre provide for greater leisure and cultural uses in particular. Ambitions for existing education institutions to have more of a town centre presence would bring a new element into the heart of the town centre, and the strategy should embrace this opportunity.



Principle: Diversify the offer



Strategic move: Create a focus for leisure and culture



Principle: Re-purpose to meet changing demands



Strategic move: Re-purpose the economy to support office market at the heart of the town centre

## Issue: Serving local communities



There is currently a mismatch between local communities' needs and what the town centre provides. Uxbridge needs to address under-representation of produce, health, beauty and professional services, culture and leisure to rise to the market changes and create a destination that can serve all daily needs for surrounding communities. The town centre should be less dominated by chain retail and more influenced by the demographics of the local population which would suggest greater diversity and the support local entrepreneurs. Local communities including Brunel students are in need of evening social and leisure activities that do not involve drinking alcohol. Young people are typically seeking these activities out in central London rather than Uxbridge, which takes away from the centre's local economy.

In contrast to most other town centres, Uxbridge has a comparatively small residential population. Whilst some conversions and new developments are helping to grow this, there is a need to encourage more people to live in the town centre to both support vibrancy and viability.



Principle: Better serve residents needs



Strategic move: Establish the Civic Centre as a community hub



Strategic move: Future proof public transport accessibility



Strategic move: Introduce new residential into the town centre

## Issue: Enhancing the Environment



The baseline analysis has shown that the town centre has been undermined by layers of transport infrastructure, particularly road infrastructure. Community engagement has also emphasised how local people feel the quality of the environment in the town centre has become degraded, reducing the experience of users. There is a need to address existing conflicts and safety concerns to create safe and attractive walking and cycling routes into the town centre.

Despite having a great historic legacy, the town centre is not realising its potential. In many parts of the centre the true character of the buildings and spaces has been hidden where it could be celebrated. Outside of the town centre, there are fantastic parks and landscape features, but inside the town centre there is limited green space and planting. This poses a risk as the climate changes and new greening needs to be introduced to ensure the centre is attractive and comfortable in the coming decades.



Principle: Restore effortless connections



Strategic move: Improve strategic connections for cycling and buses



Strategic move: Enable local access whilst protecting highway function



Principle: Recapture a network of public spaces



Strategic move: Restore a green character to the town centre and celebrate its wider green links



Strategic move: Release the heart of the High Street and Windsor Street

## 2.3 Town centre strengths

Uxbridge Town Centre has many strengths, as highlighted through the baseline analysis and community engagement to date. The following bullet points summarise the findings:

- The high street is protected from through traffic and largely pedestrianised.
- The bus station is right in the heart of the town centre and right next to the tube station.
- The centre boasts an historic high street with significant sections of historic frontages and buildings intact.
- The town centre has large number of students present within its catchment (Brunel University, Buckinghamshire University and Uxbridge College).
- The countryside is right on its doorstep – three rivers, the Grand Union Canal, London Loop route – 8 mins to Fasnidge Park, 9 mins to Grand Union Canal and River Colne and 11 mins to Dowding Park.
- Has direct public transport connections into Central London and surrounding neighbourhoods (e.g. Hillingdon, Ruislip, Ealing, Harrow and Wembley) via the Piccadilly Line and Metropolitan Line.
- Well connected to the South East and the country as a whole due to proximity of both the M25 and M40.
- Large and growing local economy with higher levels of economic output than competitor town centres.
- Economic mix is dominated by more productive office based sectors including Professional, Scientific and Technical Services and Information and Communication. These sectors are supported by relatively good quality office stock across the centre.
- Hosts a number of high profile economic anchors that drive interest and footfall (e.g. Buckinghamshire New University, Coca Cola, Mitsubishi, Hertz, Herbalife, GiffGaff and General Mills), as well as others within its catchment including Brunel University and the Uxbridge Industrial Estate.
- Serves an important civic function linked to the presence of Hillingdon Civic Centre, Uxbridge Magistrates Court and the Hillingdon Metropolitan Police HQ.
- Home to some manufacturing activity and located close to the North Uxbridge Industrial Estate which is an important economic driver and attractor.
- Comparatively young, diverse and growing population which sustains local expenditure and creates vibrancy.
- Relatively mixed retail offer catering to different groups and demographics via a range of comparison and convenience occupiers. Retail vacancy rates are an ongoing challenge but not as much as in other parts of the country.
- The Chimes offers a comparatively high quality retail environment complemented by other non retail uses including the popular Odeon cinema which is well patronised by students and residents.
- Delivery of large scale residential schemes around the edge of the Town Centre is deepening and extending the town centre catchment.
- Local people are invested and committed to the town centre.
- The library has consistently been identified as one of the strongest features of the town centre. It is well loved by local people and is considered a central hub, an important civic space and an attraction for visitors.
- The town centre is used by a great variety of social groups from diverse ethnic and economic backgrounds.
- It is experienced as a functional and practical town centre that people come to for their everyday needs and considered a “convenient” place to do shopping or run errands.
- The high street is highly valued by users as a social space.
- The cultural diversity of the population is starting to be well reflected in food shops and restaurants/cafés.



“Getting to Uxbridge is easy, I’m absolutely happy with the buses.”  
 (Resident, white British woman, 70s)



“The Civic Centre square just reminds me of the nice plazas and squares that you get in other European countries. So it gives us a flavour, especially during the summertime.”  
 (Resident, British-Asian woman, 40s)

“People want to become part of [Uxbridge’s] identity. And that’s predicated primarily on the environment that’s created. One of the factors of environment is architecture, and a branding of the place.”  
 (Business Owner, British-Asian man, 50s)



“People come in and they come in to shop and they come in for the social interaction as well.”  
 (Uxbridge BID)

## 2.4 What we want to know through public engagement

The community engagement findings from stage 1 have been extremely helpful in understanding the needs and desires of the Uxbridge's communities. These findings underpin the Town Centre Vision as it moves forward. The following bullets summarise the suggestions from community stakeholders for the future of Uxbridge Town Centre:

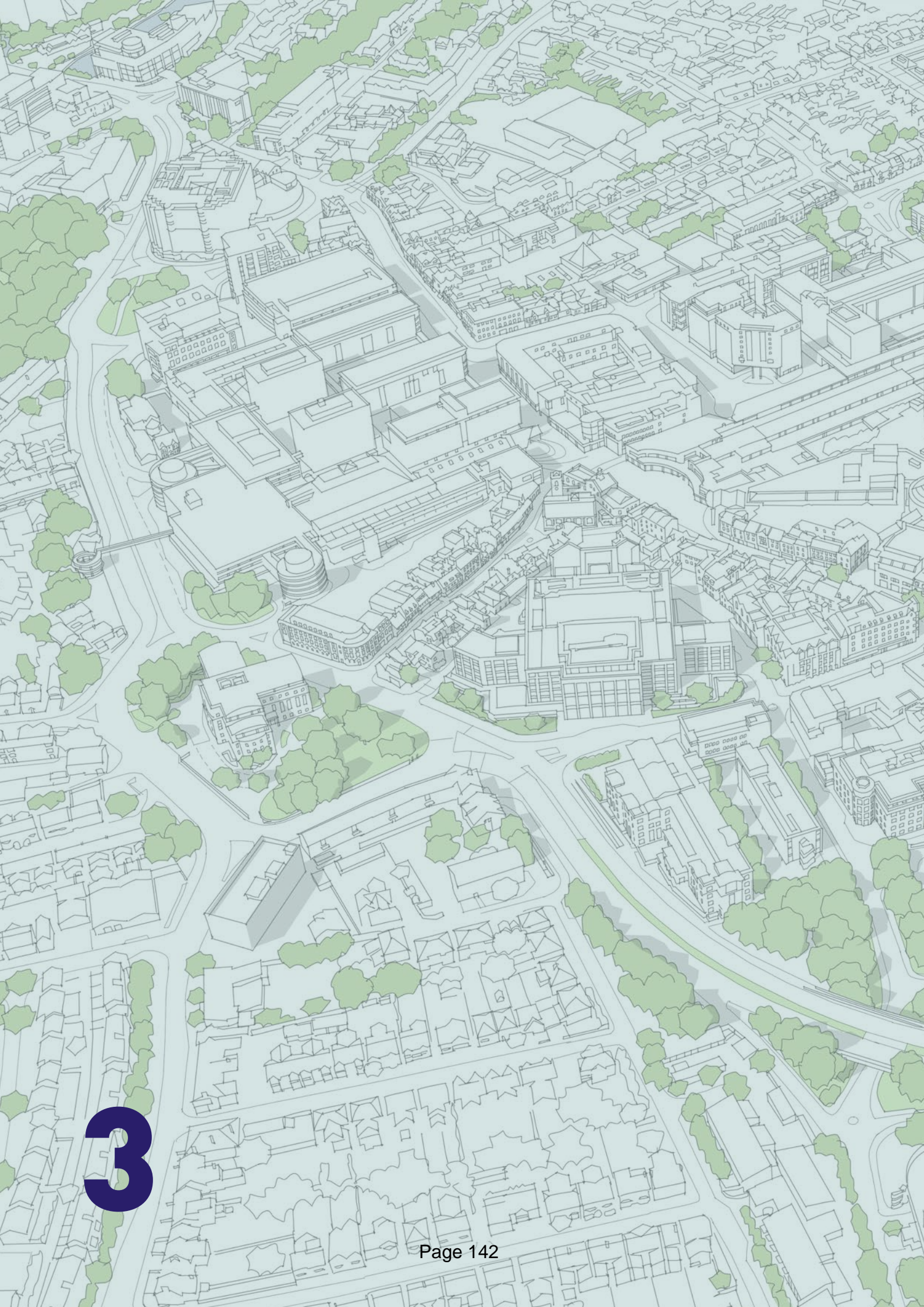
- Balancing future developments with the existing aspects of the town centre that people cherish – both its functional aspects and the features which enable social interactions and participation in the life of the community.
- Developing strategies that expand the town centre's civic and social functions towards an enhanced public realm, easing pedestrian and cycling access, offering more social spaces for encounters and free activities.
- A focus on increasing the independent retail and food offering which takes into account the diverse demographic of Uxbridge.
- Developing strategies to highlight the town centre's important and rich architecture and to inform about the nearby green and blue spaces.
- Enhancing the physical environment of the town centre by incorporating more 'green infrastructure' and creating comfortable, shady spaces and water features.
- Developing a visible and regular programme of community and youth events and leisure that will simultaneously provide natural surveillance and feelings of safety and promote the social life of Uxbridge.
- Develop partnerships with local businesses, corporations and services for training and job opportunities for young people living and studying in the Uxbridge area.
- Continuing to engage Uxbridge's citizens in future planning processes for the area.
- The next stage of this project will look at the vision and objectives that should steer future change. This will involve exploring particular opportunities and understanding the degree of change needed in each location to achieve these objectives.

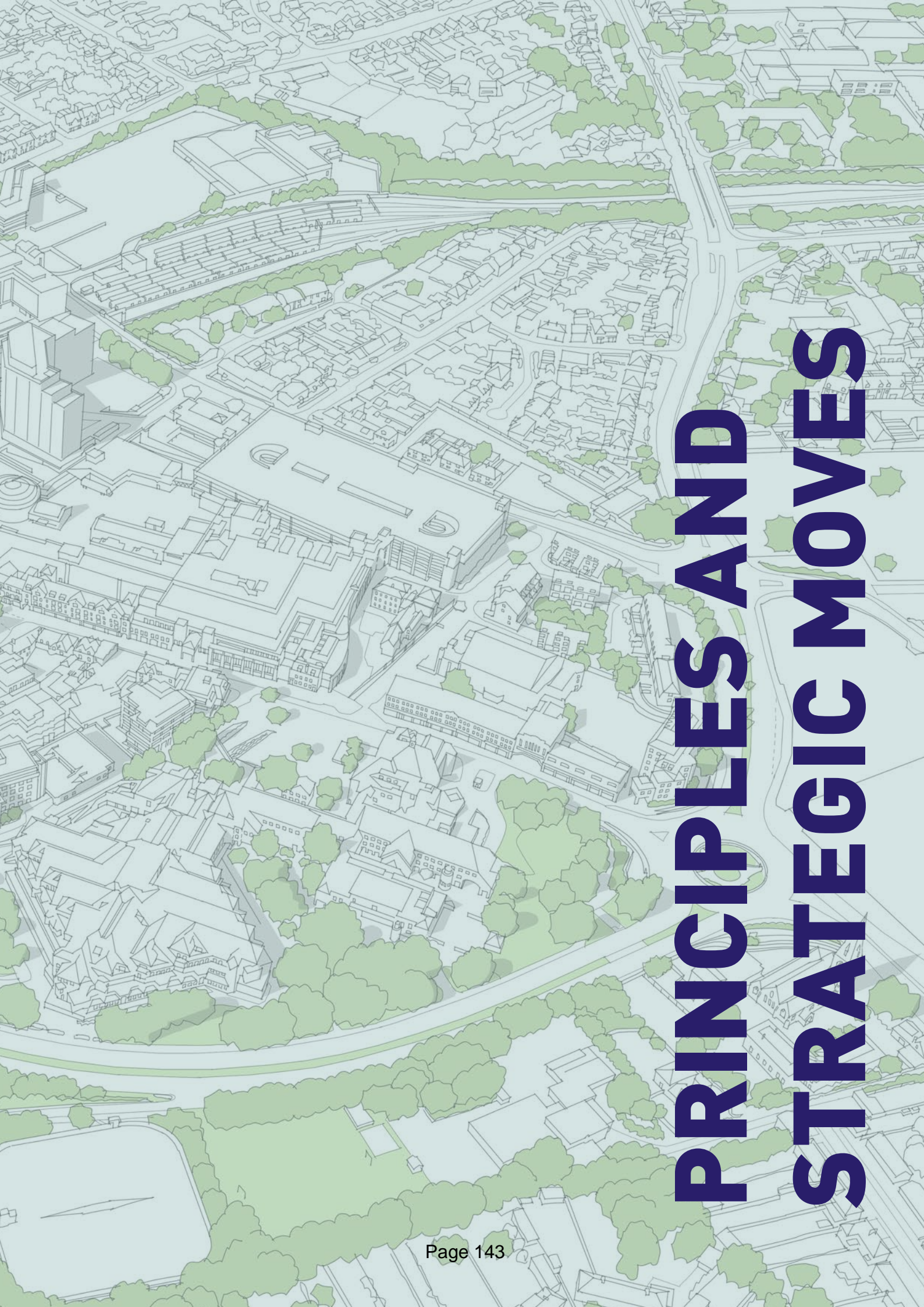
The team has started to identify some principles and key moves that might shape early thinking in the next stage and these are set out here.











# PRINCIPLES AND STRATEGIC MOVES

## 3.1 Introduction

This section explores the three key **issues** that Uxbridge town centre is currently facing, as set out in the previous chapter. **Principles** are set out that address each of the issues with **Strategic moves** that are actionable moves to make positive change. This first spread provides a brief summary of each of the issues, principles and strategic moves.

### Issue: Building economic resilience

The town centre is vulnerable due to high retail and commercial vacancy rates. Central Uxbridge is inflexible with a rigid movement network and vacant, large footprint buildings.

#### Principle: Re-purpose to meet changing demands

It is key to work out Uxbridge already has and what its strengths are, to ensure that development is sustainable.

**Strategic move: Re-purpose the economy to support office market at the heart of the town centre**

- Considering the future of large footprint office blocks that are mostly vacant in the town centre to adapt to the market's current position

#### Principle: Diversify the offer

Creating reasons for people to visit and spend time in Uxbridge with a focus on fun, leisure, culture, creativity. This principle is about making the town centre fit for the future.

**Strategic move: Create a focus for leisure and culture**

- Enhancing the leisure and culture offer, particularly focusing this shift around the eastern end of the High Street.



## Issue: Serving local communities

Uxbridge Town Centre's offer is not matching the needs of the local communities; with an under representation of produce, health, beauty and professional services, culture and leisure uses. Uxbridge is dominated by chain retail and not appealing to groups such as Brunel students and those who do not drink alcohol.

### Principle: Better serve residents needs

Ensuring that the day to day needs of different types of people and communities are met within Uxbridge town centre to increase visits and dwell times.

#### Strategic move: Establish the Civic Centre as a community hub

- Considering different ways that the Civic Centre and its forecourt can be better used to encourage community uses and activity in this area of the High Street.

#### Strategic move: Introduce new residential into the town centre

- New homes in the town centre provides the opportunity to support Uxbridge at all hours of the day and introduce a new community.

#### Strategic move: Future proof public transport accessibility

- Remodelling the bus interchange to create a new public square and a set of legible and easily accessible bus stops.

## Issue: Enhancing the Environment

Transport infrastructure dominates the town centre and the quality of the public realm is poor. Residents and visitors feel that public safety and the ability to walk and cycle freely within and into the town centre are key issues that should be addressed.

### Principle: Restore effortless connections

Understanding the important of restoring the quality of the environment and the experience in the town centre is to reconnect the High Street with its hinterland.

#### Strategic move: Improve strategic connections for cycling and buses

- Strengthening sustainable connections from the immediate hinterland into Uxbridge town centre.

#### Strategic move: Enable local access whilst protecting highway function

- Re-prioritise, reallocate and relocate highway infrastructure with the aim of maintaining the route's important strategic highway function.

### Principle: Recapture a network of public spaces

Emphasising the importance of high-quality public spaces that provide a place to dwell and sit aside from shopping and activities.

#### Strategic move: Release the heart of the High Street and Windsor Street

- Supporting local heritage and re-prioritising pedestrian movement in the very centre of Uxbridge.

#### Strategic move: Restore a green character to the town centre and celebrate its wider green links

- Restoring the strategic connections along Canal, to the local parks and complexes and other centres.



# Key issue 1: Building economic resilience





## 3.2 Building economic resilience



### Ensuring a resilient town centre economy

In contrast to other town centres Uxbridge's economy is not declining, but it is vulnerable due to high and ever-rising office vacancies. It also has an over-representation of declining chain retail versus other town centre uses. Diversification of uses and activities in the town centre is needed to ensure the town centre remains attractive and resilient.

Large office buildings pose a particular challenge for the Uxbridge. The town centre has a vast amount of office space, much of it in large format buildings. This space makes an important contribution to the local economy, but represents a vulnerability moving forward. The Atrium and Charter Building have already been re-orientated towards more flexible workspace, but many other buildings present challenges and the vision will need to explore opportunities for adaptation and transformation, including introducing different niche commercial typologies.

### Embracing the significant education sector

Uxbridge is in the enviable position of having two universities and a major college. However, at present the town centre does not benefit hugely from this. Giving these institutions more of a role and presence in the town centre is a major opportunity which should be embraced.

### Diversity of activities

The baseline analysis has shown there is a high proportion of comparison retail in the town centre but an under-representation of leisure, cultural and community uses. Community engagement has reinforced this message that local people would like there to be more to do in the town centre.

*"It's a very nice space if you want to hang out with friends and eat or shop, but there's not many activities you can actually do."*

*(Visitor response to 'What do you like about Uxbridge?' At the Echoes of Uxbridge exhibition)*

*"It is lacking in choices of restaurants. You used to have a Pizza Express ... at the back end of The Chimes, you used to have three restaurants which have closed. So you have very little choice if you want to have a gathering or an occasion, other than fast, convenience food"*

*(Resident, white British woman, 50s)*

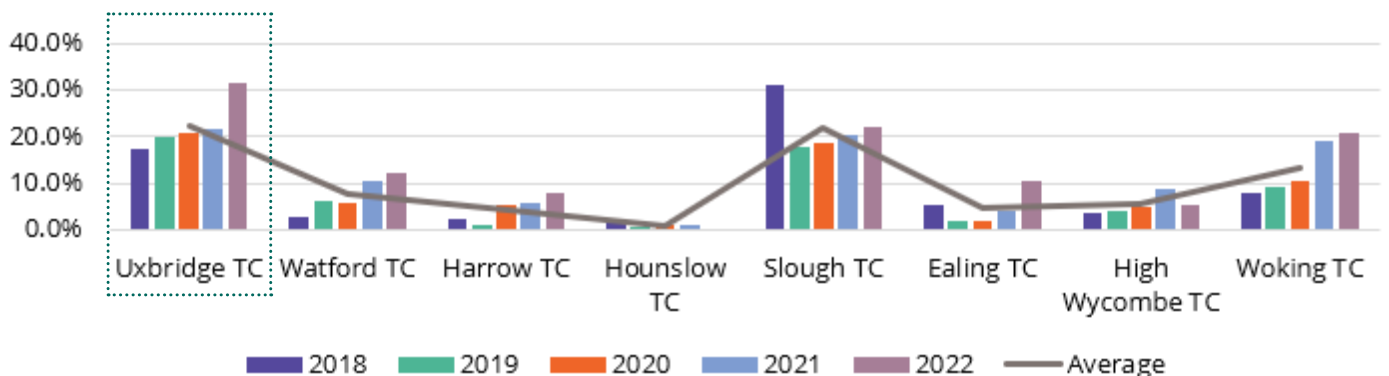


Fig 3.1: Office Vacancy Rates by Town Centre (2018-2022) Source: CoStar, 2023



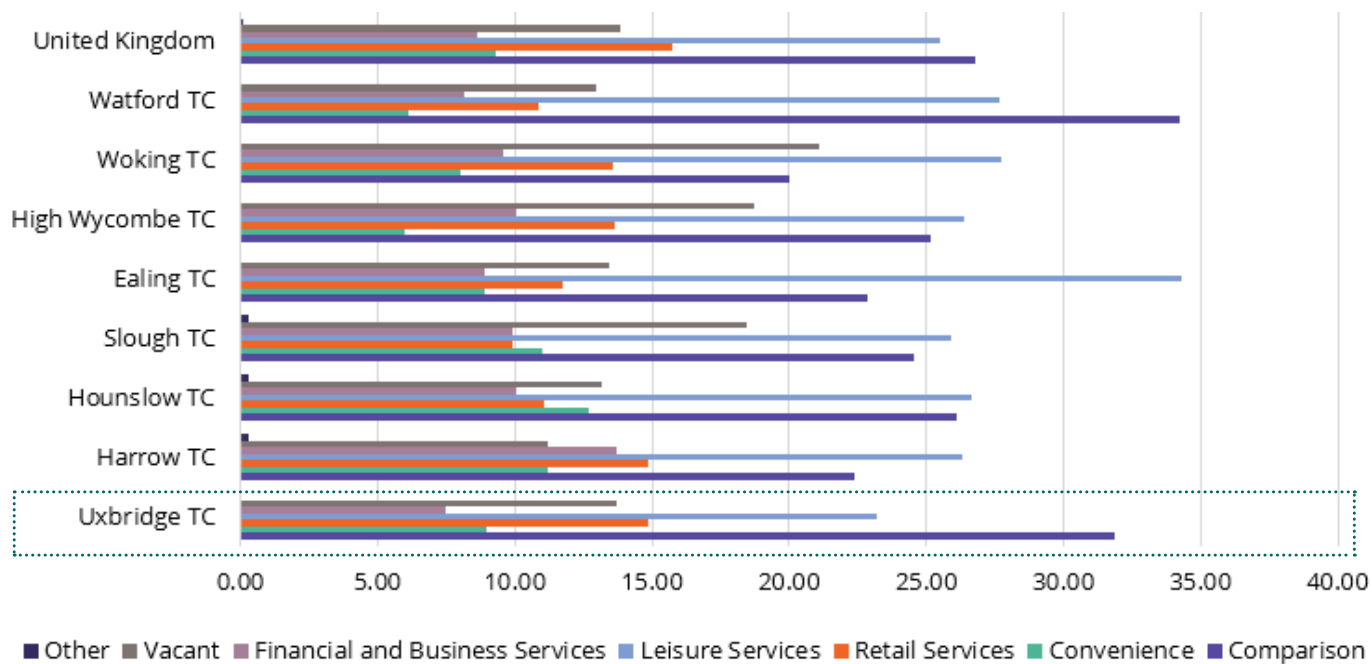
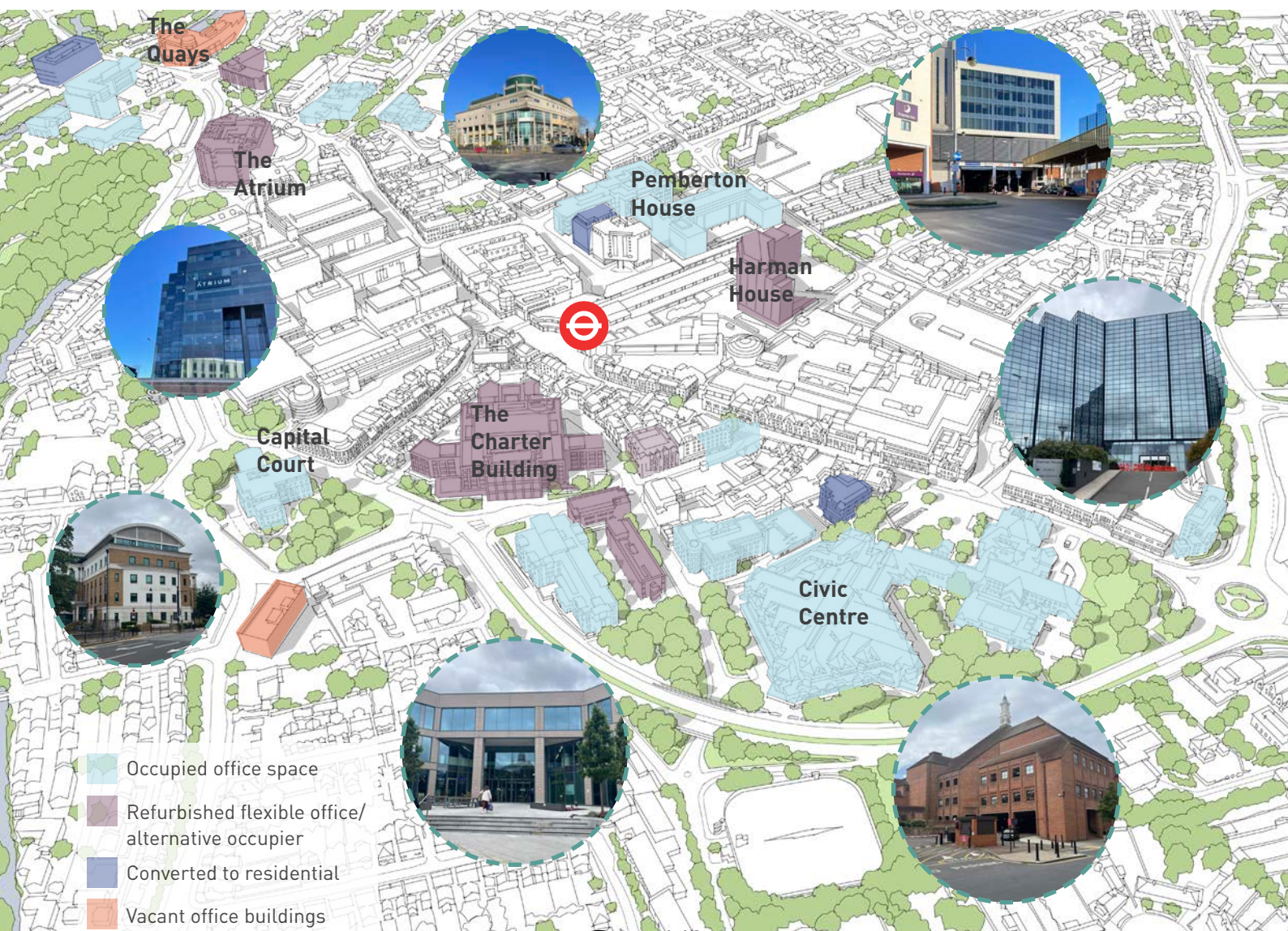


Fig 3.2: High Street Unit Composition by Town Centre, 2022. Source: Experian GOAD, 2023



### 3.3 Principle

## 3.4 Re-purpose to meet changing demands

Re-use precedents: The Foundry commercial and community use building in Vauxhall (image courtesy of Architecture 00); Re-Tuna shopping mall in Sweden (image courtesy of Lina Östling); refurbished Faculty of History, Cambridge; and innovation and workspace in former Urania cinema building in Zagreb (image courtesy of Studio 3LHD and Jure Živković).



The first principle is all about working with what already exists, to be sustainable and avoid major development disruptions in the centre. The strategy should embed the circular economy in its approach and look to re-use and adapt buildings and spaces to better respond to changing market and consumer demand.

This principle will involve the following:

- Re-purpose vacant shop units - identify preferred and viable new uses for existing vacant units, to bring back the High Street and shopping centres to their fullest potential.
- Re-imagine large office buildings - protect the most viable and logical office buildings for employment use, and find new viable uses for others (both those that are currently vacant and

those at risk of vacancy in the short-medium term). This could involve potentially creating a playbook for how to approach the adaptation of office buildings into the future.

- Enhance existing but under-used public spaces including squares, green spaces and hidden spaces. Employ a light touch approach to improvements with the re-use of materials and furniture.
- Improve the environmental performance of existing buildings as part of re-purposing, to ensure they remain attractive in the long term.
- Identify those existing buildings that represent significant re-use challenges and consider future options.

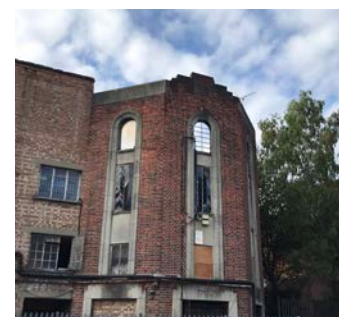
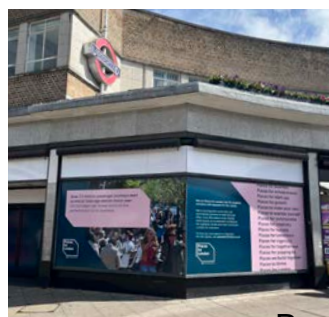
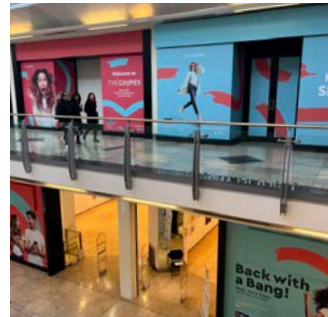




Fig 3.3: Existing assets to be celebrated and/or their use intensified

### Good things already happening

- The Charter Building is a great example of how a large format office building can be re-purposed - into a successful flexible work space in the heart of the town centre.
- The Piazza has seen investment into the historic buildings to create a new, interesting, attractive destination. Further investment and occupiers are needed to restore this area's vibrancy.
- Randall Place Apartments sensitively adapted the building of a former art-Deco department store to create new home.

### Case study: Urania Cinema

- The Urania Cinema in Zagreb has been transformed from its former cinema use into a series of public spaces that are used for cultural events and small offices. The building has kept its original structure but has been adapted to suit the needs of the immediate community and market. The project has successfully integrated new flexible, cultural uses into the existing historic fabric. This is an effective precedent for considering the future of the former Regal Cinema in Uxbridge.

# Strategic move

## 3.5 Re-purpose office blocks outside of the core



A large part of re-purposing in the town centre will be a focus on office buildings. Given the volume of office stock in Uxbridge, a strong strategy is needed.

This strategic move is about considering the future of the large footprint office blocks outside of the centre's core, in order to adapt to the current market and strengthen the town's economic position. This includes the following:

- Re-purpose the economy to support the office market at the heart of the town centre.
- Protect the area's 'best' office stock (i.e. assets that are high quality, flexible, well-located and meet changing occupier needs) while allowing the selective release of less appropriate stock.
- Support existing office buildings within good proximity of the tube station and car parks (such as Charter House and Belmont House).
- Allow underused office blocks outside of this zone to re-purpose to other uses (such as community

services, educational uses and residential flats), as long as support is provided to relocate existing tenants into other office blocks in the area.

A criteria based approach will be established to determine which office blocks should be retained or re-purposed/re-developed. For each block a range of factors will be considered such as the existing vacancy rate, quality, EPC rating and potential for refurbishment. The most important criteria will, however, be the building's proximity to the tube station given the area around this node is likely to be the most attractive in the town centre from a market demand perspective. Maintaining a core of office stock in this zone will also be important for supporting town centre vitality during the working week, particularly during the daytime and early evening.

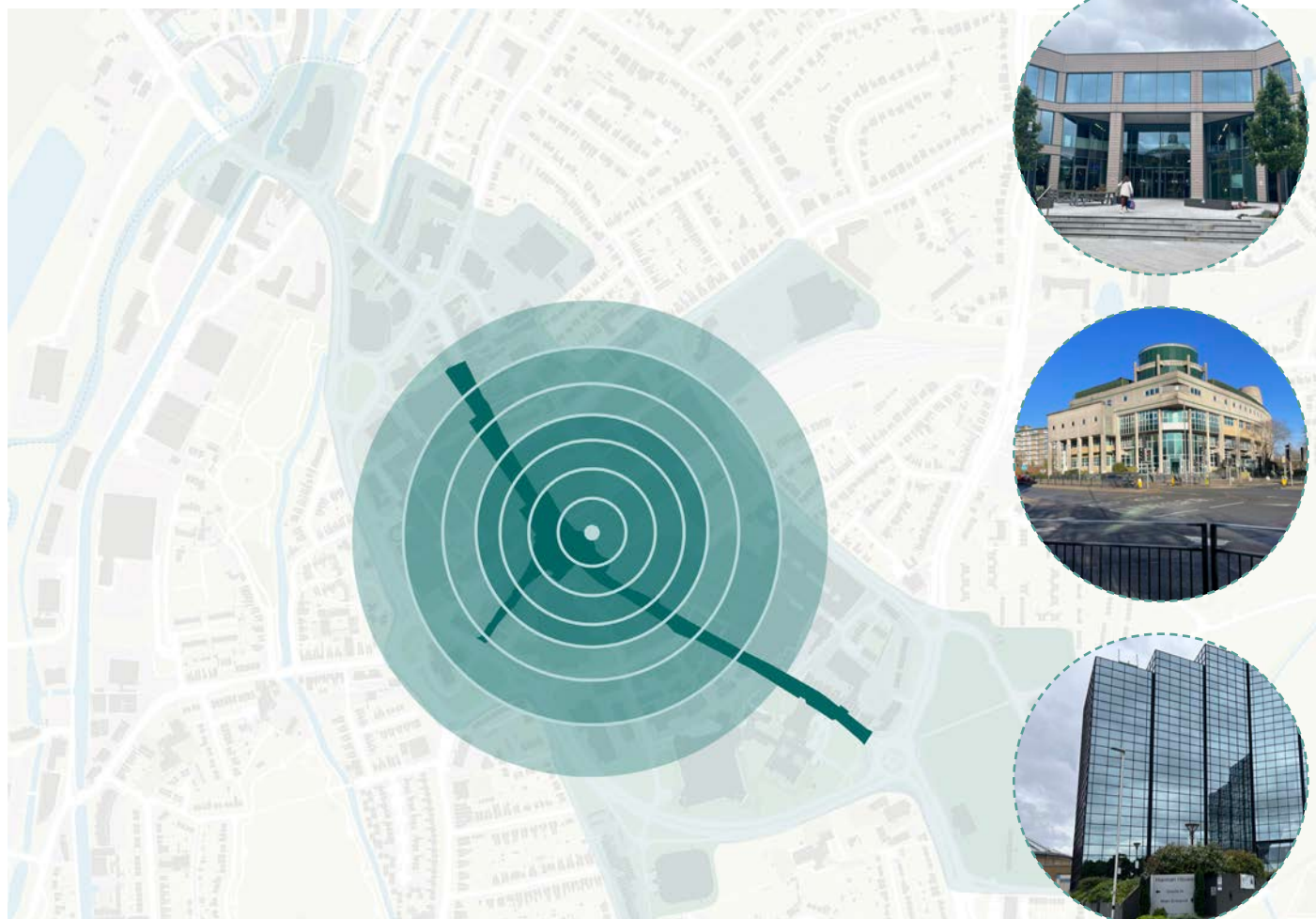


Fig 3.4: Plan showing the proposed strategy to support office stock in proximity to the tube station

## PRECEDENT: Angel Building, London



The building was previously a 1980s post-modern office block, given a new life and look by AHMM. The development includes new uses including a public house, cafe, art spaces and flexible working spaces as well as commercial office spaces. It has responded to the changing markets and brought a new type of visitor to the building aside from office workers. Angel Building has activated previously bare frontages, improved the public realm and widened the pavement width to improve the pedestrian experience.

Sustainability principles are key to this project. Two examples are the structure and the wrapping. The original concrete structure has been retained and extended to save embodied carbon. It has also been wrapped in new glazing, to create a new look and aid with innovative heating solutions. In total, the project has saved 7,400 tons of embodied carbon dioxide, while providing 40 per cent more functional space than in its previous state.

## 3.6 Principle

### 3.7 Diversify the offer



The strategy should be about creating reasons for people to visit and spend time in the town centre beyond meeting their day-to-day needs - with a focus on fun, leisure, culture, creativity. This principle is about trying to make the town centre fit for the future and enhancing the evening and night time offering. This is a priority that came directly from the community engagement, from people of all ages. It will involve the following:

- Introduce more leisure uses, to allow activities in the centre beyond shopping.
- Explore scope for cultural uses as well as establish events programme, in coordination with the BID and Chamber of Commerce.
- Expand the breadth of food and drink - support independent restaurants and food outlets, embrace non-alcohol based food and beverage. This is especially important for young people and university students; as discovered by the community engagement findings.
- Introduce more free events and activities - the vision should identify spaces and intervene to make them work.
- Emphasise the library function and former Regal cinema as key cultural nodes in the town centre.
- Embrace universities as part of the town centre - explore opportunities for Brunel University to have a town centre presence in the form of an Innovation Hub (this would require c. 2,000-3,500 sqm).

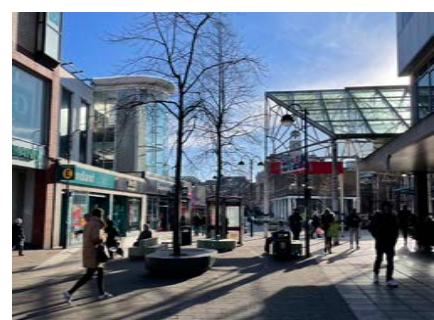
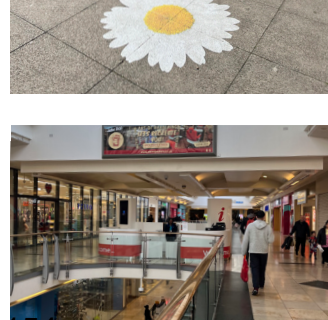
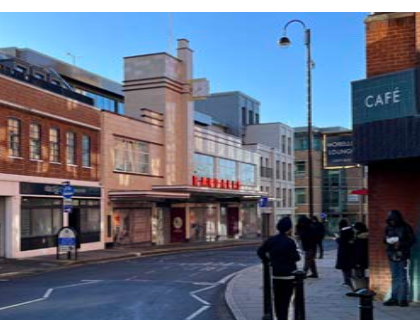




Fig 3.5: Diagram showing the potential uses to be encouraged for different parts of the town centre

### Good things already happening

- The Love Uxbridge BID has held a programme of highly popular events in the town centre, illustrating the demand for these types of activities.
- At the eastern end of The Chimes, the former Debenhams unit is earmarked for new leisure uses. This is planned to include a range of family leisure activities.
- Over the last couple of years the High Street has seen the introduction of food and drink outlets that are less alcohol-focused, such as the various waffle outlets and Bubble Tea shops.

### Case study: Peckham Levels

- Peckham Levels is a major creative and cultural hub that was formerly an underused multi-storey car park. The building now provides a huge diversity in uses from a children’s play area, to SME offices to a 3D printing lab. The benefits of the project include over 450 new jobs, over 20% of studios rented below market price as well as boosting the area’s cultural identity and local economy. Peckham Levels is a strong example of the provision of new uses, diversification of a town centre’s offer, within the parameters of an existing building to support the circular economy.

# Strategic move

## 3.8 Create a focus for leisure and culture



A strong message from community engagement is that as part of the diversification of the town centre people would like to see a much enhanced leisure and cultural offer. This strategic move is about considering a shift in the offer for the eastern end of the High Street towards this leisure and culture demand. This will evolve the High Street offer so it is fit for the future, and better reflects rapidly changing consumer demand for 'experiences' and attracts a broader audience. The strategic move involves the following:

- Establish new leisure and cultural uses in the town centre.
- Focus these uses on the southern half of the High Street and The Piazza.
- Support planned new uses in the former Debenhams unit.

- Re-invigorate The Piazza and link across to a revitalised Civic Centre forecourt for events.
- Adapt the former Regal Cinema into a new leisure/cultural venue.
- Support existing F&B, leisure and cultural uses on the High Street in this section through inward investment and licensing, enabling a vibrant and diverse daytime and evening economy with leisure uses that support physical and mental health.

By concentrating new leisure and cultural activities in this location a new role and vitality can be established for the southern section of the high street. It would build on many of the uses already there and coming soon, and would be supported by investment in existing public spaces to support outdoor events and activities.

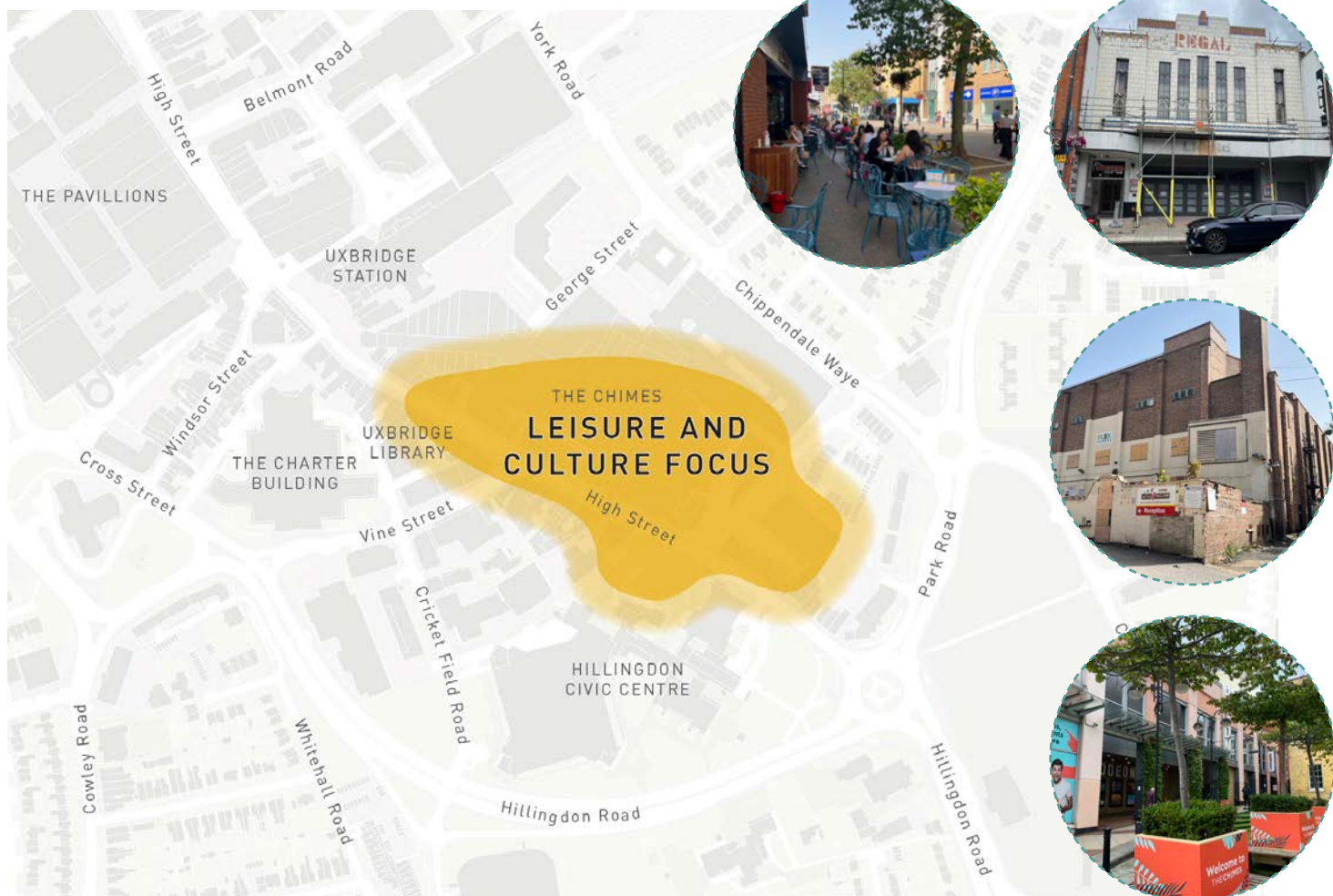


Fig 3.6: Diagram showing the spatial extent of the proposed leisure and cultural use focus



## PRECEDENT: Gravity at Southside, Wandsworth



Gravity is an innovative mixed-leisure facility that includes bowling, various games, mini golf, go karting and more all integrated with new technologies. It provides 100,000 sqft over three floors.

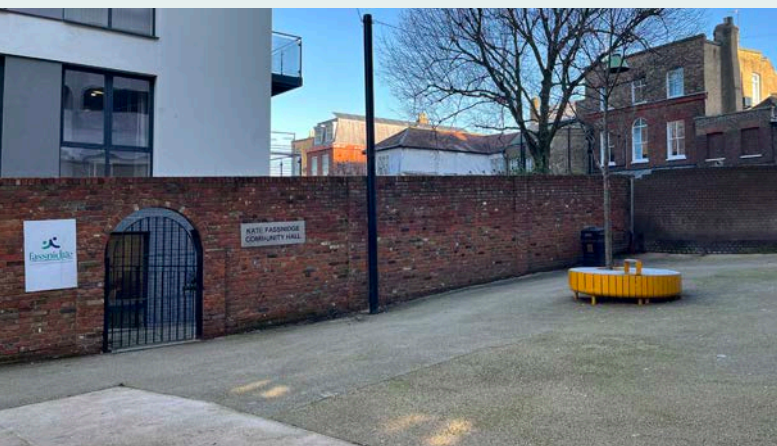
The facility appeals to people of all ages including families and young people. It is versatile in its ability to attract children and families during the day with activities and live music, and young adults at night

with a cocktail bar.

Gravity takes up a significant amount of space in Wandsworth's Southside shopping centre in previously vacant units.

It has addressed vacancy issues, provided a new type of leisure activity as well as attracting more people into Wandsworth town centre.

# Key issue 2: Better serving local communities





# 3.9 Better serving local communities



## A town centre that addresses its local population

The baseline analysis found that the town centre could serve its local population better than it currently does. It was clear that the range of uses in the town centre has not adjusted to the changes in catchment population over the last 10-20 years, nor to some of the wider market trends. The community engagement confirmed that while much of the local population is loyal to the centre, they do not feel it meets their needs fully.

### Addressing under-represented uses

Produce, health, beauty and professional services, as well as culture and leisure uses are currently under-represented in the town centre. When compared to other similar sized town centres in the wider area, Uxbridge has significantly less of these uses and services.

The town centre is the most accessible node locally and therefore is a very logical location to boost community services such as health care. The opportunity to establish an NHS health hub in the town centre should be embraced to help meet local demand and ease access to the range of NHS services.

### Diversifying the offer to meet local ethnic and cultural demographics

There is a healthy diversity in offer of independent food shops along Windsor Street and in distinct areas such as the Arcade. Providing a variety in offer of the retail stores and services to better suit the demographics of all local communities would strengthen the town centre's ability to be a destination for all.

Changing lifestyle trends as well as changing demographics in the residential neighbourhoods around Uxbridge mean there is much greater demand for evening economy activities that do not involve

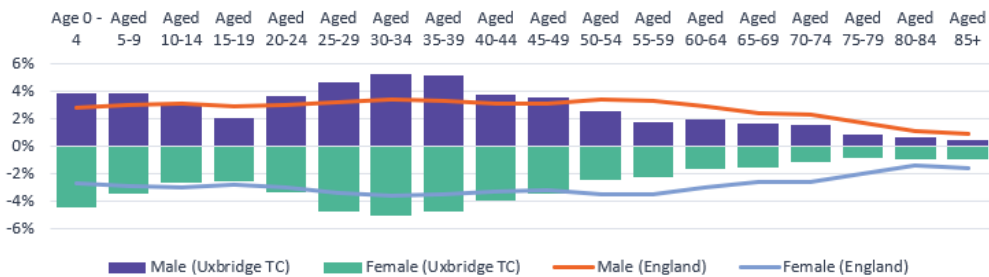


Fig 3.7: Age profile of Uxbridge Town Centre's immediate catchment (2020)

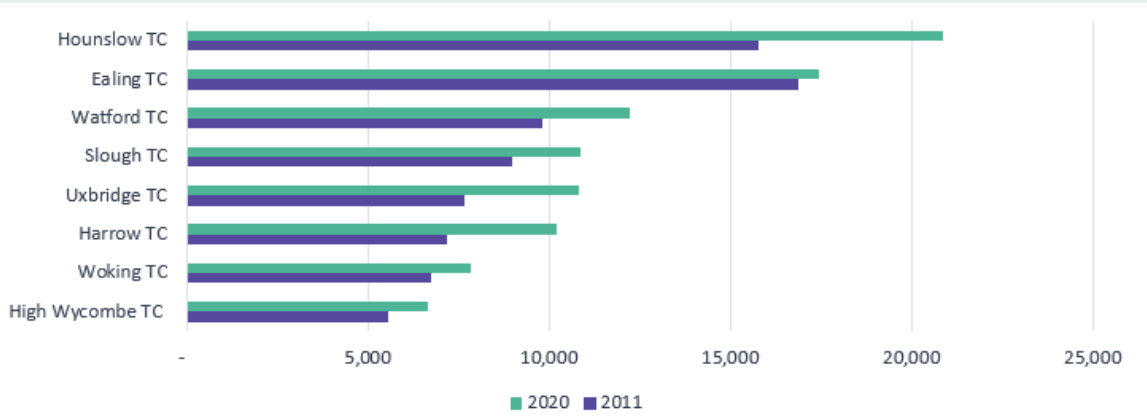


Fig 3.8: Population living within the centre by Town Centre (2011 and 2020)

drinking alcohol. Uxbridge is well located to meet this significant demand.

### Supporting bus travel as a key transport mode

Uxbridge’s location on the boundary between London and South Buckinghamshire means in many instances buses are the most important public transport service. There is a need to ensure the town centre embraces this reality and makes arriving, travelling and interchanging by bus a smooth and attractive experience. Many local people expressed concern about the quality of the Bakers Road interchange, in particular its safety after dark.

### Investing in civic pride

Local people are loyal and invested in Uxbridge town centre, but many have found it increasingly difficult to feel proud of the town centre over recent years. Residents and local businesses would like to see investment into interventions that will support civic pride such as event spaces and an events programme, communication and promotion of activities, signage and maps.

### Meeting the needs for a growing population

The baseline analysis highlighted the comparatively small population that live in the town centre compared to other town centres such as Watford or Ealing. There are significant housing needs locally and the town centre could offer a great location for sustainable living. Some residential development has come forward in recent years, but there is scope for significantly more. Any new housing development in the centre should be closely informed by the nature of housing needs, ensuring it provides the best quality housing in the most appropriate locations for the people that can most benefit from a town centre location.



Fig 3.9: NHS Diagram outlining the planned strategy for health care across Hillingdon, with the scope for Uxbridge to be one of three Super Hubs in the borough

*“One of the things I would focus on is making Uxbridge more exciting. Obviously, there are shops that are easy to use but how can you make it more exciting?”*  
 (Andy Sharma, Hillingdon Chamber of Commerce)

*“I know that footfall is up, but that doesn’t necessarily convert to spend. And I think we need as a town centre to strengthen our retail and hospitality offer. Because I think people are here, but getting them to part with their money ... So we need to make sure that offer is here in the town centre and they don’t go elsewhere to spend the money.”*  
 (Mike Crane, Uxbridge BID)

## 3.10 Principle

### 3.11 Better serve residents' needs

Community precedents: Town centre living in Hounslow; F&B with local market in Southwark; refurbished Westgate shopping centre in Oxford; and reworked retail and leisure in Walthamstow (all images © Allies and Morrison).



The town centre must meet the day-to-day needs of the local population. It is about making sure people can buy food, see their GP, visit the bank, get their medication, borrow a book etc. This will give Uxbridge Town Centre a new role for its local communities, being able to fulfil more of their daily needs. This will involve:

- Re-orientate the mix to make it more locally focused and inclusive.
- Address under-representation of produce, health, beauty and professional services, culture and leisure uses.
- Continue to diversify what is on offer in Uxbridge to meet local ethnic and cultural demographics.
- Introduce more community uses, in particular establish an NHS Super Hub within the town centre (the NHS Super Hub requires 2,000 sqm).
- Address the lack of homes in the town centre and provide new housing to serve local population's needs.
- Reduce the extent of core retail uses - consider defining areas and frontages that make sense for core retail, and let less viable locations move away from retail use to find more suitable functions.



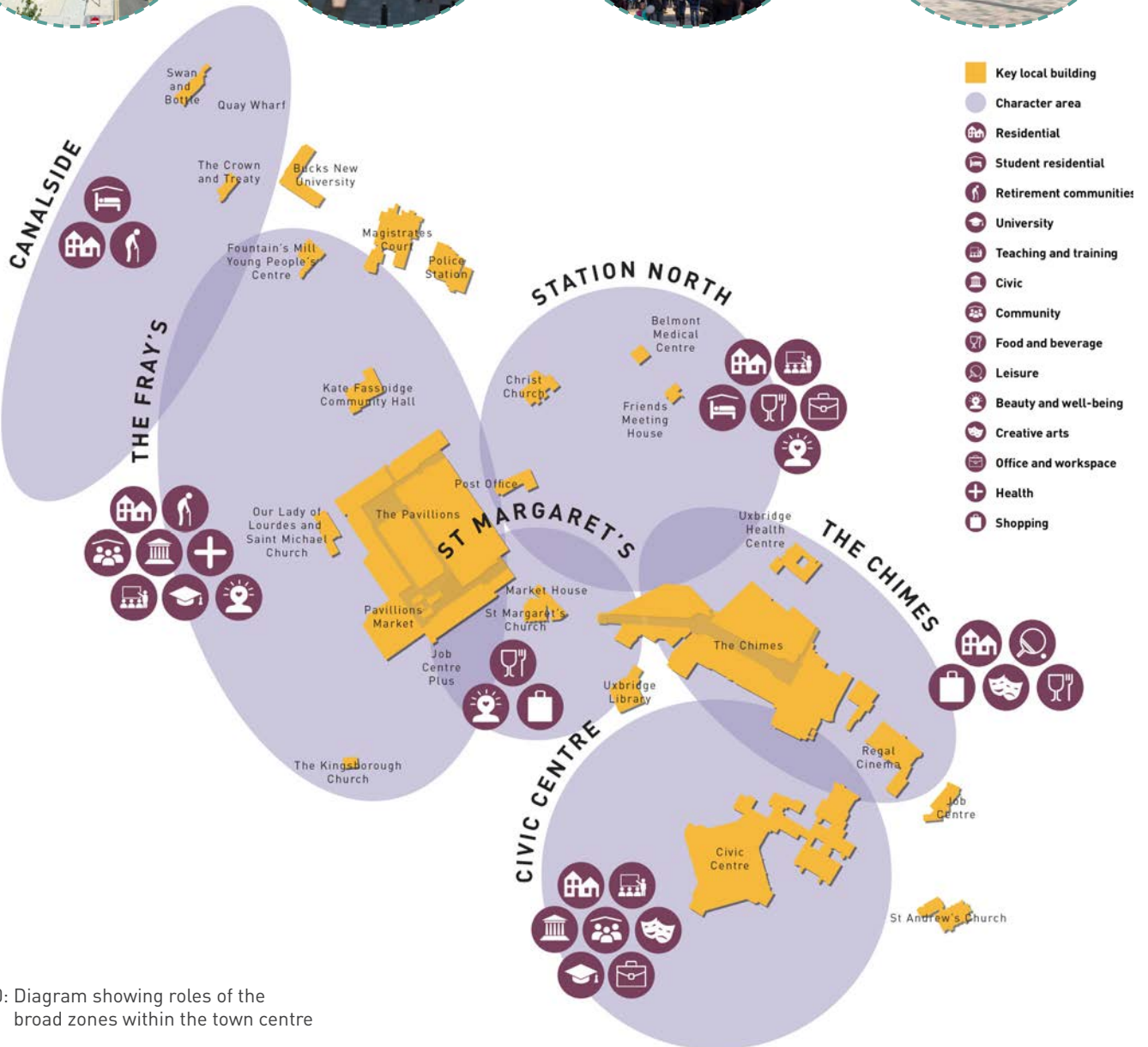


Fig 3.10: Diagram showing roles of the broad zones within the town centre

### Good things already happening

- St Andrew's Park and Randall Place Apartments are new residential developments in and on the edge of the town centre that have brought new residents into the town centre.
- The NHS is planning to restructure healthcare throughout the borough, and sees Uxbridge Town Centre as a good location for a Superhub facility.
- Ossulton Court Almshouses to the west of the town centre is a high quality development of apartments for local elderly people.

### Case study: Lampton Road

- Lampton Road, Hounslow is an example of integrated town centre living, on the site of an outdated and inefficient 1970s building. The homes are affordable, well integrated with the surrounding blocks, well connected by foot into Hounslow centre and have a good level of greenery. The homes come in different forms and have provided housing for a diversity of household types in a central location, strengthening the local economy. This is a positive example when considering the potential for Uxbridge town centre to cater for a range of housing needs in a high quality format.

# Strategic move

## 3.12 Establish the Civic Centre as a community hub



A strong message that came through from the community engagement was the need to better provide for community uses and services in the town centre. An equally common comment was how people found the Civic Centre to be an unwelcoming building and space. This strategic move is about reconsidering and applying ambition to the future role of the Civic Centre. This involves the following:

- Establish the town centre as a the focus for community services and activities with the Civic Centre playing a crucial role as the focus for civic activities.
- Opening up the Civic Centre campus as a welcoming hub - bringing in more services beyond Council departments and reworking the forecourt and reception area to be much more community orientated.
- Opportunity to incorporate a new NHS Superhub as part of this hub either within a vacant campus building or a large unit on the High Street.
- Use of vacant high street spaces for community uses - groups, activities, services, attractions, and encourage new community ideas such as a mending and upcycling hub.
- Revamping the Civic Centre forecourt space on the High Street into a vibrant community space would re-establish it as the focus for larger events and could include outdoor cinema, outdoor theatre and music, as well as a complementary external market space to the Pavilions.

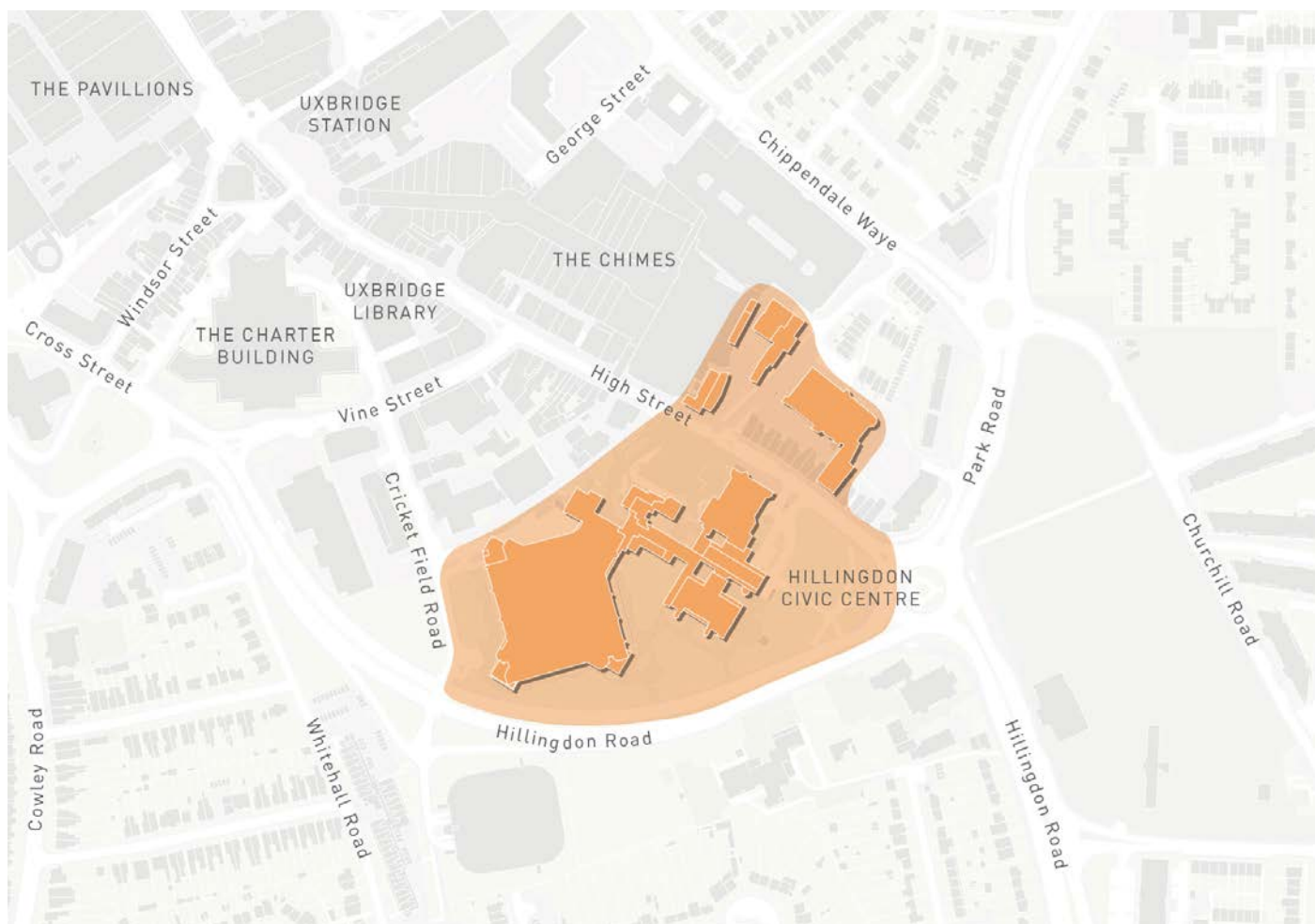


Fig 3.11: Plan showing the focus for the community hub around the Civic Centre



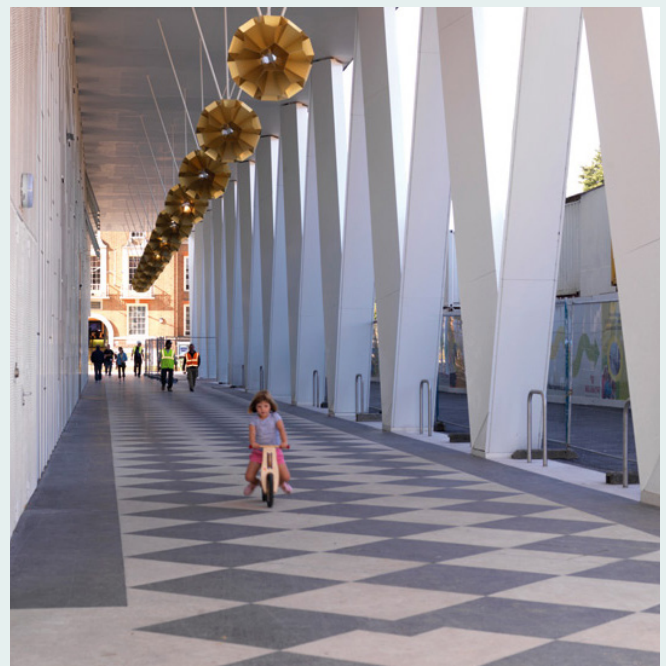
## PRECEDENT: Barking Town Square



Barking Town Square was in need of a welcoming civic space, as previously the space was used as a parking space. It has been transformed into an attractive, human-scale area with a strong identity.

There are high-quality planters and street furniture which allow for sitting and dwelling as well as a large space that is now used for public arts and events.

This has improved the interface between Barking Town Hall and the public realm - a great precedent for the Civic Centre forecourt and surrounds.



## Civic Centre Square

Relatively modest interventions to the Civic Centre forecourt could have a significant impact in both opening up the Civic Centre as a welcoming community hub and creating a space for cultural events and community activities. The interventions could include:

- Rationalising some of the planters to open up the space - creating clearer sight lines to entrances and a more flexible and larger open area for events.
- Introducing a lightweight structure at the western edge of the square to provide a covered cafe and community space fronting onto the space.
- Introducing banner posts along the edge of the square to promote and advertise events.



Fig 3.12: Illustrative sketch of how the Civic Centre forecourt could be transformed

Fig 3.13: Existing view of Civic Centre forecourt



# Strategic move

## 3.13 Introduce new residential into the town centre



Introducing new residential into the town centre creates the opportunity to support the centre at all times of day and bring a new community into the town centre. This strategic move involves:

- Encourage residential homes into the town centre on a more significant scale than has happened to date.
- Introduce high quality and well-designed schemes in the short-medium term to set the tone and ensure town centre living is well considered before adding volumes of new homes.
- Grow the residential population within the town centre boundary providing for a range of housing needs including:
  - Flats with good private and communal open space;
  - Student residential developments;

- Smaller house types, not just flats - such as mews and narrow townhouses;
- Retirement communities; and
- Specialist products - in particular affordable/social housing.
- Ensure enhanced links are delivered to properly link emerging residential developments such as St Andrews into the town centre.

There are a number of vacant or underused buildings that would offer good opportunities for well designed conversions to residential. Existing buildings such as the former Paralex building and The Atrium could be converted to residential to serve community needs. Other buildings such as Fountain's Mill and Beaufort House would offer great scope as student residential conversions for post-graduate accommodation.



Fig 3.14: Plan showing the ambition to explore the introduction of new homes in the town centre

## PRECEDENT: Lampton Road, Hounslow



Lampton Road, Hounslow is a housing development on a Council owned site adjacent to the town centre. A series of housing blocks arranged around courtyard spaces create medium - high density homes next to Hounslow town centre. A range of different housing typologies enables the scheme to cater for a wide range of households and housing needs, all with private outdoor space.

Each of the blocks represent different precedents that could be introduced on infill or redevelopment sites in the town centre.



## Fountain's Mill

The Fountain's Mill building is a great heritage asset, but one that has sadly been vacant for some time. The re-use of this building could significantly enhance the northern end of the High Street and help support the green link connection along the Fray River. The following could be considered:

- The Mill building would make a great home for student residential provision, creating space for post-graduates from local universities with the scope to have communal facilities at ground floor.
- There would be scope to introduce a sensitive extension in the yard space, fronting on to the High Street to extend the use of the site.
- The piece of leftover land on the north side of the Mill building could be converted into a new pocket park that would set up the link along the Fray River.

## Short term residential potential

The conversion of existing and underused buildings in the town centre could deliver much needed housing in the short term. For example, together, the Fountain's Mill site and Beaufort House could deliver around 120 post graduate student residential units. Other buildings could deliver much needed residential homes. For example, the conversions of the former Paralex building, The Atrium and Harman House together could deliver over 390 new residential flats alongside refurbished office space and community uses. Just these five sites illustrate the potential to realise town centre living in the short to medium term.



Fig 3.15: Illustrative sketch showing how the Fountain's Mill building could be restored and extended as a student residential hub in the town centre

Fig 3.16: Existing view



# Strategic move

## 3.14 Future proof public transport accessibility



A key focus for future proofing public transport in Uxbridge is to remodel the bus interchange as an efficient and attractive through street. This will release turning space to create a new public square and a set of legible and easily accessible bus stops. The existing bus garage would be relocated to a new all electric bus garage facility away from the town.

Alongside remodelling the bus interchange, there is also a need to re-plan existing bus routes to improve the coverage around the town centre and wider communities not currently well-served by bus services.

Across the town centre there will be improvements to bus legibility, take up and reliability of services through the introduction of orbital bus stops and integrated cycle facilities (hire/stands) and information hubs around the outside of town centre, alongside improved walking and cycling routes from these hubs to the core.

Where possible, additional bus routes would be extended and created that better link up the town centre to the wider region including the Home Counties, Brunel University, health care, schools and leisure facilities.



Fig 3.17: Plan showing the proposed bus orbital route and town centre interchange



## PRECEDENT: Stockton-on-Tees High Street



Stockton-on-Tees High Street public realm scheme includes a bus boulevard along its length, where all bus stops (and a taxi rank) are on-street, in a highly visible, accessible, reliable, and safe arrangement. Bus shelters, seating and information are all up-to-date and accessible to all. The bus stops also incorporate cycle parking and there is an active travel hub nearby, which provides information on walking/cycling routes, cycle training and

maintenance support. The ambition is to take some of these bus principles from Stockton-on-Tees and apply them in Uxbridge, enabling a greater number of people to access and use the local bus network via a highly visible orbital route system around the town centre with improved walking and cycling routes to/from these stops, integrated cycling parking and visitor information.

# Key issue 3: Enhancing the Environment





# 3.15 Enhancing the Environment



## Realising the town centre's potential

Uxbridge is a historic market town with a fantastic setting at the edge of London and the Colne Valley. The High Street is populated by a great variety of buildings and spaces that give it an attractive underlying character. However, the town centre is not realising its potential. This is particularly true in relation to its built fabric, public realm and character - many parts of the centre have hidden qualities that could be much better celebrated.

Local people are keen to see some of the most historic parts of the town centre better supported, such as Windsor Street. There is also a need to address concerns around safety, particularly after dark and on routes into and out of the town centre.

*“Would I want to walk at nine o'clock at night to get to the car park? ... If you think about the walk from the Civic Centre... You have to cross that great big piazza but then you cross the road and then you've got to walk down an alleyway to get into the car park.”*

*“We would like to see improvements to the underpasses and walking routes into the town centre”*



- Important pedestrian and cyclist links into the town centre
- Important junctions / crossing decision points that currently do not adequately cater for pedestrians and cyclists
- Areas severed by the major highways, junctions and poor provision for pedestrians and cyclists
- Major developments / gated land impacts on pedestrian and cyclist permeability and legibility and creates personal security issues (alleyways)
- Pedestrian and cyclist collision hotspots (Crash Map website)

**Female students said they tend to 'organise' a group of friends to come back from a night out in London to walk back to Brunel University's campus because of safety concerns.**

**73% of consultees said they would feel comfortable bringing children to the High Street and that it felt safe and family-friendly.**

**But after dark people's views change and many commented on the unsafe links into the town centre.**



## Reclaiming space for people

Over the years the town centre has been undermined by layers of transport infrastructure, particularly road infrastructure. This means that space for cars has increased significantly often to the detriment of space and connections for walking and cycling.

Uxbridge's location means cars will continue to be a significant and necessary form of transport for people accessing the town centre and passing through this part of the borough. The vision must therefore ensure cars are well provided for and that congestion is ameliorated rather exacerbated. However, there is significant scope to give some space over to other modes of transport and to re-introduce connections. Creating routes both within and into the town centre will help encourage more sustainable travel and produce a better and safer pedestrian and cycle experience.

Beyond movement, there is also scope to better cater for people within the town centre. Currently, there are very limited green spaces that local people can use and the shelter afforded by street trees is very localised.



# Principle

## 3.16 Restore effortless connections

Connection precedents: Greened alleyways in Stockholm; accessible and well lit underpass in Umeå, Sweden; cycle lane and street planting on Sauchiehall Street, Glasgow; and greening and improved bus, public realm improvements and road realignment in Clapham Old Town.



A key principle to restore the quality of the environment and its experience in the town centre is to reconnect the High Street with its hinterland. This is a priority following various layers of change over the years leading the centre to be relatively disconnected from its surroundings. These include major transport infrastructure including the ring road (A4020), and large impermeable blocks. The intention is to make Uxbridge Town Centre a more accessible, permeable and attractive place to visit through easier movement. This principle will involve the following:

- Prioritise walking and cycling access into the town centre, making it effortless to walk or cycle from surrounding neighbourhoods.
- Create easy and smooth walking and cycling routes across the major highways encircling the town centre - this will include both pedestrian crossings and higher quality underpasses.
- Re-establish historic connections and desire lines that have been severed, ensuring the High Street is properly fed by secondary and tertiary streets enabling easy movement within the town centre and it's large blocks.
- Enhance connections and wayfinding to green and blue assets outside the town centre, as many see these assets as 'hidden gems'. This will make it easy and obvious how to get to the surrounding parks and waterways from central Uxbridge.
- Recognise that access by car to the town centre is still important and ensure car parking provision is well integrated and fit for purpose for the future.





Fig 3.18: Re-connecting the town centre to surrounding communities (please note the walking and cycling framework plan on page 76 provides further detail)

### Good things already happening

- Improvements to the town centre’s public realm have been delivered following the 2016 Town Centre Strategy and 2017 Uxbridge Change of Heart report. This includes the first step in improving the link between the centre and Fassnidge Park - with a new mural, signage and play equipment along the side of Tesco’s.

### Case study: Clapham Old Town, London

- A new style of side road entry treatment/crossing was designed to ensure pedestrian priority. The new crossing was completed through the following actions: removal of a gyratory system, addition of cycle facilities, widened pavements, street trees, street furniture, public space and raised parking. This initiative has calmed traffic, improved the pedestrian and cyclist experience as well as allowing new space for the spill out of cafés and restaurants which has increased activity. This is a great precedent for encouraging pedestrian-focused connections.

# Strategic move

## 3.17 Improve strategic connections for cycling and buses



This intervention would help strengthen the sustainable connections from outside the immediate hinterland into and around the town centre, and support better access to strategic connections for residents living within the immediate hinterland. It would involve establishing new and upgraded cycle routes from the north and south into the town centre, and establishing a ring of accessible bus stops for all local residents. The move would include the following:

- Improve cycling and bus strategic connections between the town centre and wider employment, education, leisure and residential areas.
- Connections should support improved bus journey times, bus routes and stops, as well as consistent, high-quality cycling infrastructure including cycle parking at key transition points.
- There should be emphasis on improving the links for cycling between the Brunel University campus and the town centre (as part of the wider West Drayton-Brunel-Uxbridge link).
- The strategic connections should seamlessly join with local 'quiet' routes for pedestrians and cyclists to access the town centre safely and conveniently.

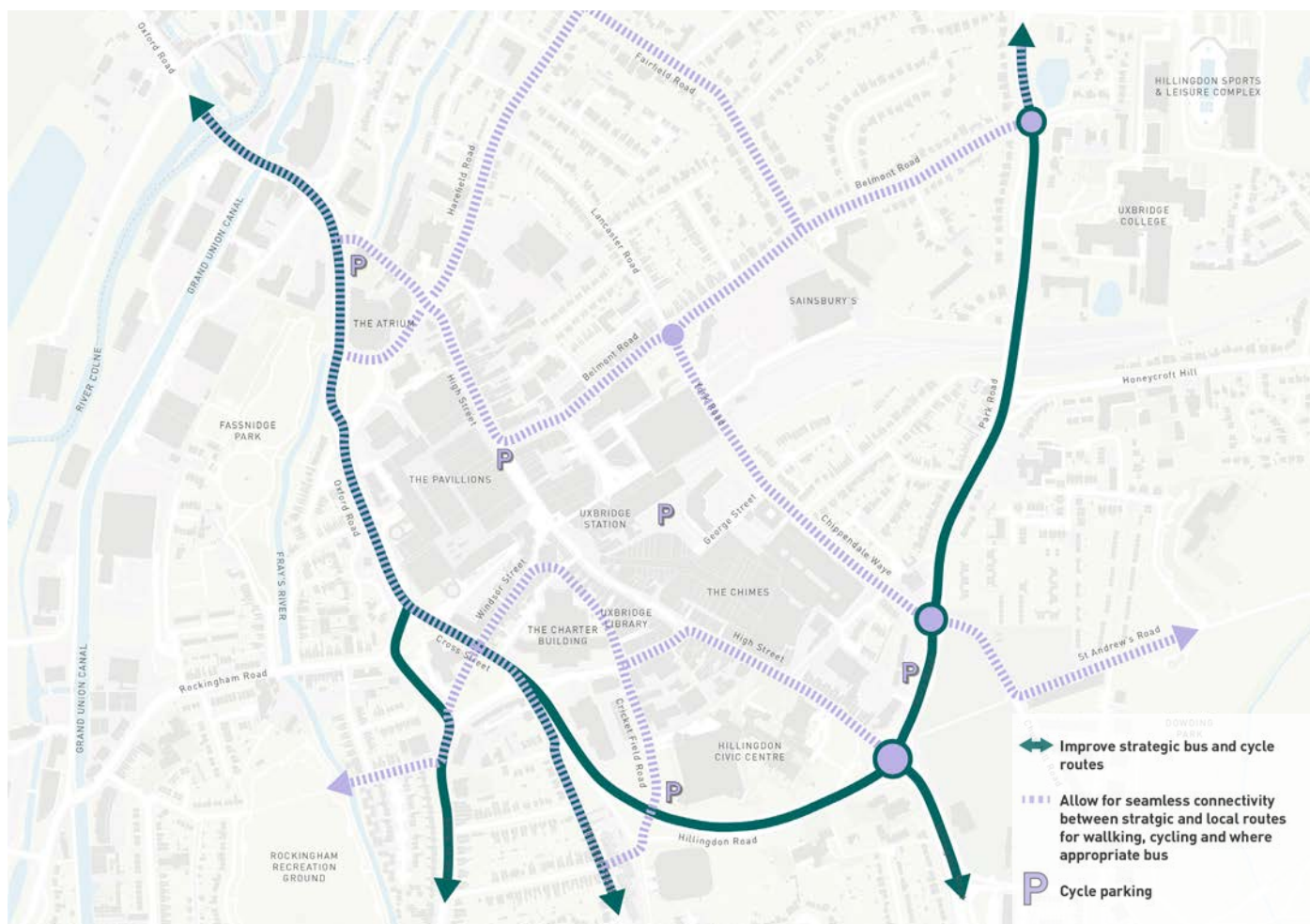


Fig 3.19: Diagram showing strategic cycle and bus routes



## PRECEDENT: A43 Lyon, France



The A43 flyover in Lyon severed movement, reduced air quality and was a visual eyesore. Its removal connected neighbourhoods, reduced vehicular dominance and improved the pedestrian and cyclist experience greatly. The A43 route remains today, allowing for two lanes of traffic in each direction as well as wide pavements, cycleways and bus lanes. The project has succeeded in reducing the issues of an overly large vehicular road whilst still allowing for the smooth movement of vehicles. It is an interesting example when considering the potential to improve the Oxford Road environment.

# Strategic move

## 3.18 Enable local access whilst protecting highway function



Re-prioritise, reallocate and relocate highway infrastructure with the aim of maintaining the route's important strategic highway function, whilst re-prioritising the need to improve local access.

The benefits of this strategic move include:

- Improving the town's profile and creating a positive image to encourage more visitors rather than simply through traffic
- Improving health and well-being through reducing the impacts of strategic traffic on air quality, road safety and active travel
- Enabling the re-purposing and redevelopment of existing buildings and sites as well as enabling new development through the release of highway land for this function
- Enabling better integration of currently underutilised, poor quality and unsafe public and green spaces

- Enabling better integration with emerging development sites such as St Andrew's
- Creating a more inviting 'street environment' rather than simply a highway route for through movement
- These strategic moves could be achieved through greater provision of at-grade on-stage crossings for pedestrians and cyclists, traffic calming (speed reductions), reallocation of road space for bus priority and cycling measures, public realm and street greening interventions.

Example intervention: A short term priority is to enhance the connection from St Andrews. Interim improvements to the underpasses are essential, followed by the introduction of a new at-grade pedestrian crossing across Park Road.



Fig 3.20: Diagram showing proposed new set of pedestrian linkages across major highway infrastructure

## PRECEDENT: Highbury Corner, Islington



Highbury Corner was a congested gyratory with a poor collision record and it severed pedestrian and cyclist access to Highbury and Islington Station. The scheme involved closing the western arm to traffic and a new public space introduced enabling the Highbury and Islington station forecourt to provide safer and more enjoyable access to the station and high street. Two-way signalised traffic and segregated cycle lanes in both directions were introduced for the three remaining arms of the gyratory improving bus legibility, accessibility,

cycle safety and traffic flow. New one-stage pedestrian and cyclist crossings replaced the staggered crossings enabling direct and safe access for all. The scheme is a good example of what could be achieved on Oxford Road, notably the gyratories at the Harefield Road and Cross Street junctions, where there is a desire to improve local access by walking and cycling between the town centre, surrounding neighbourhoods, green space, monument and help enable the future (re) development of surrounding buildings.

## 3.19 Principle

# 3.20 Recapture a network of public spaces

Public space precedents:  
Designing space for girls in a park in Bredäng, a suburb of Stockholm; Foodhall in disused bus shelter, Elephant and Castle; Five Corners Square in Warsaw, Poland; and greening public space at Eastern Curve Garden, Dalston.



The third principle emphasises the importance of a good quality network of public spaces to the vitality of the town centre. The provision of high-quality, desirable and connected public spaces gives the public spaces to dwell and enjoy the town centre away from shops and activities. This includes green spaces, hard public spaces and covered areas within the Chimes and the Pavilions. Achieving this principle will involve:

- Enhance existing hard spaces to widen their appeal and functionality - such as the space outside the station, Bakers Road, and the space outside Tesco's.
- Reclaim existing green spaces to ensure they serve the town centre and people's needs - such as the Civic Centre Gardens, Friends Garden and Memorial Gardens.
- Create new spaces for greenery and socialising - this could include carving out new spaces as part of remodelling buildings, creating new squares and pocket parks as part of redevelopment.
- Plant up and green streets - street trees should be added wherever they can be accommodated, and where trees aren't appropriate other greening should be introduced to help build in resilience to climate change.

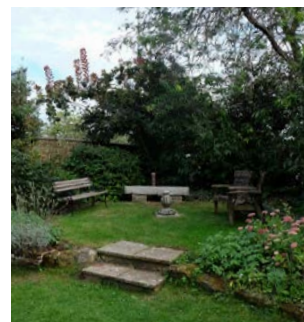




Fig 3.21: Built and green public spaces in Uxbridge, as well as pedestrian and local routes

### Good things already happening

Improved public realm has been delivered following the 2016 Town Centre Strategy , including:

- The first step in improving the link between the centre and Fassnidge Park which now includes a new play space;
- Introducing street furniture and lighting outside the entrance to the Pavilions and outside of Tesco. This has given these areas an ability to provide spaces for dwelling and resting.

### Case study: Dalston Curve Garden

- The Dalston Eastern Curve Garden was formerly a strip of railway industrial land that has been transformed into a public open, green space by local residents and architects. The Curve Garden holds community events, has a cafe, displays public art and has spaces for sitting, dwelling and socialising. It has succeeded in greening a part of Dalston’s town centre that was previously lacking in nature and softness. It can provide inspiration for other town centres, such as Uxbridge.

# Strategic move

## 3.21 Release the heart of the High Street and Windsor Street



A major opportunity to enhance the space for people in the town centre is right at the heart of the High Street. Outside the station we can create high-quality, clutter free public realm in the heart of the town centre environment that reflects the local heritage and better provides for the station arrival experience.

This move would remove vehicles from the High Street and Windsor Street and create a calmer and more welcoming arrival experience outside the main station entrance. This space would be freed up by removing existing street furniture and clutter including taxi drop-off and cycle hire/stands.

A new high-quality station/interchange hub through the redesign of the station environment (see earlier strategic move) would include dedicated taxi/drop-off,

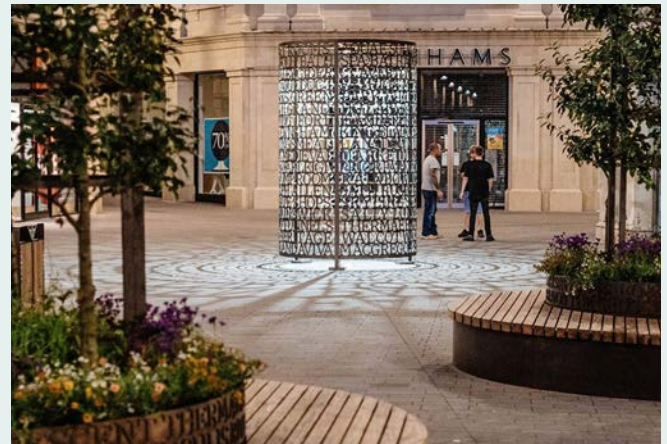
sheltered cycle and information hub(s) to remove the conflict of these movements currently taking place outside the main entrance.

By removing vehicles from Windsor Street this street could be transformed into a high-quality public realm scheme including increasing footway space, carriageway reduction, and introducing traffic management measures to better manage when deliveries, servicing and parking can take place ie. outside of busy visitor periods. The existing restaurants, cafés and community spaces could spill out onto the released space and new planting introduced - creating a much more attractive setting for the historic buildings here.



Fig 3.22: Plan showing proposal to relocate vehicular drop off/pick up for the station to release space at the heart of the town centre for people

## PRECEDENT: Bath, Somerset



Bath's central shopping area is the Southgate shopping centre, which lies in close proximity to Bath Spa station. It acts as a pleasant gateway into the town centre from the station and celebrates the city's heritage.

Attractive spaces have been created adjacent to the station including a square which acts as a meeting and dwelling place. The square has been enhanced through the introduction of greenery, public art, street furniture and lighting.



## Station Square

Station Square is the first space that many people come across when they arrive in Uxbridge from the station, car parks and the bus station. Today, the historic station exterior and local market are the highlights of the space - celebrating local heritage and supporting local businesses. However, the square generally lacks greenery in the form of trees and shrubs, allowing the hard surfaces to dominate. The taxi presence adjacent to Market House jams this part of the High Street and Windsor Street with vehicles, reducing the ease of pedestrian movement and adding air pollution.

The sketch shows various moves that would transform this space. In the background, the image shows a more activated frontage to the shops on the station's exterior with colourful awnings and no vacancies. Additionally, the ground floor of Market House has been activated to include spill out spaces. There are trees, shrubs and street furniture added throughout the area making the pedestrian experience more pleasant and encouraging dwelling. The area has been pedestrianised to allow for free movement - creating a more people-friendly and calm atmosphere.



Fig 3.23: Illustrative sketch showing how the space outside the station and Market House could be transformed



Fig 3.24: Existing view



# Strategic move

## 3.22 Restore the town centre's green character and celebrate its wider green links



This strategic move involves restoring the strategic connections along Canal to north and south as well as link to Uxbridge Common/Sports Complex, West Drayton etc. This involves the following:

- Improving new green spaces in the town centre
- Recognise the extraordinary position Uxbridge enjoys in the wider network of leisure routes.
- Enhance links from town centre out to these routes and improve wayfinding and promotion of them

Example intervention: A short term priority is to raise awareness of the proximity of the leisure routes passing close to the town centre. This could be through improved signage, or more simply through the production of a map centred on the town centre showing the walk and cycle times to local destinations via these routes.

Key connections include:

- Grand Union Canal
- London Loop
- Fray's River

Strategic green routes  
Green corridors from town centre to link into wider network

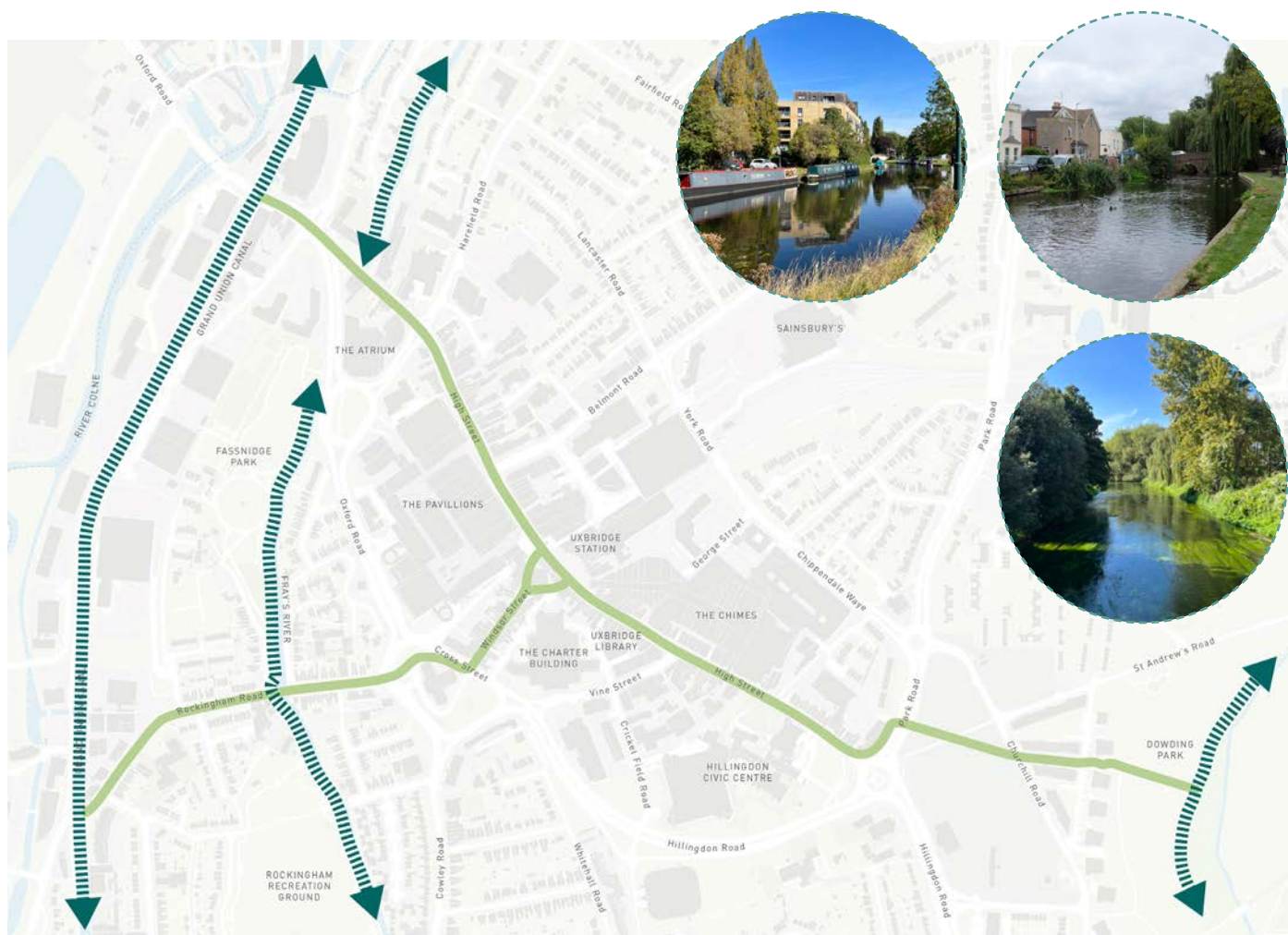
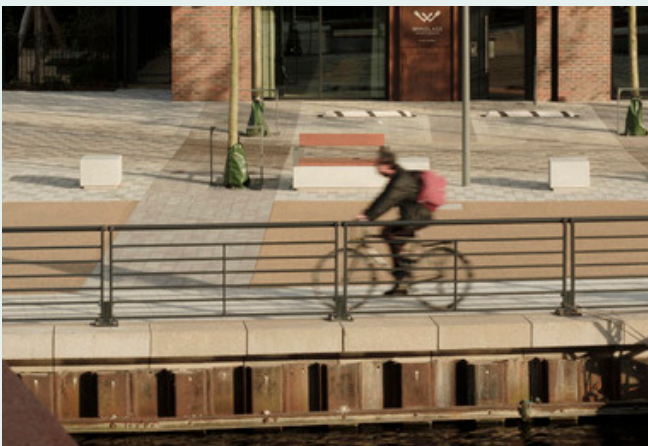
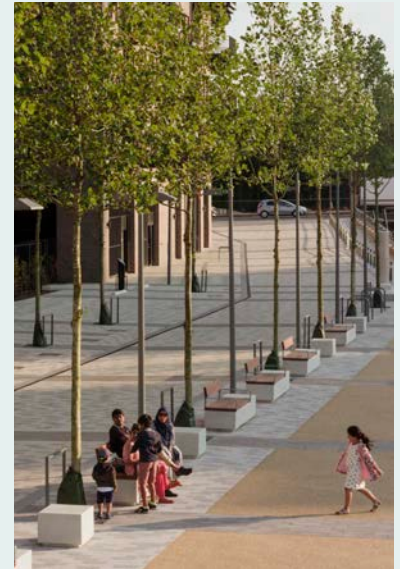


Fig 3.25: Plan showing routes to link up to strategic leisure connections

## PRECEDENT: Hale Wharf, London



Hale Wharf is situated on a slender island on the River Lea. It is primarily a new housing project to meet the needs of this changing part of north-east London, however part of the project has been about creating new and enhanced pedestrian and cycle connections.

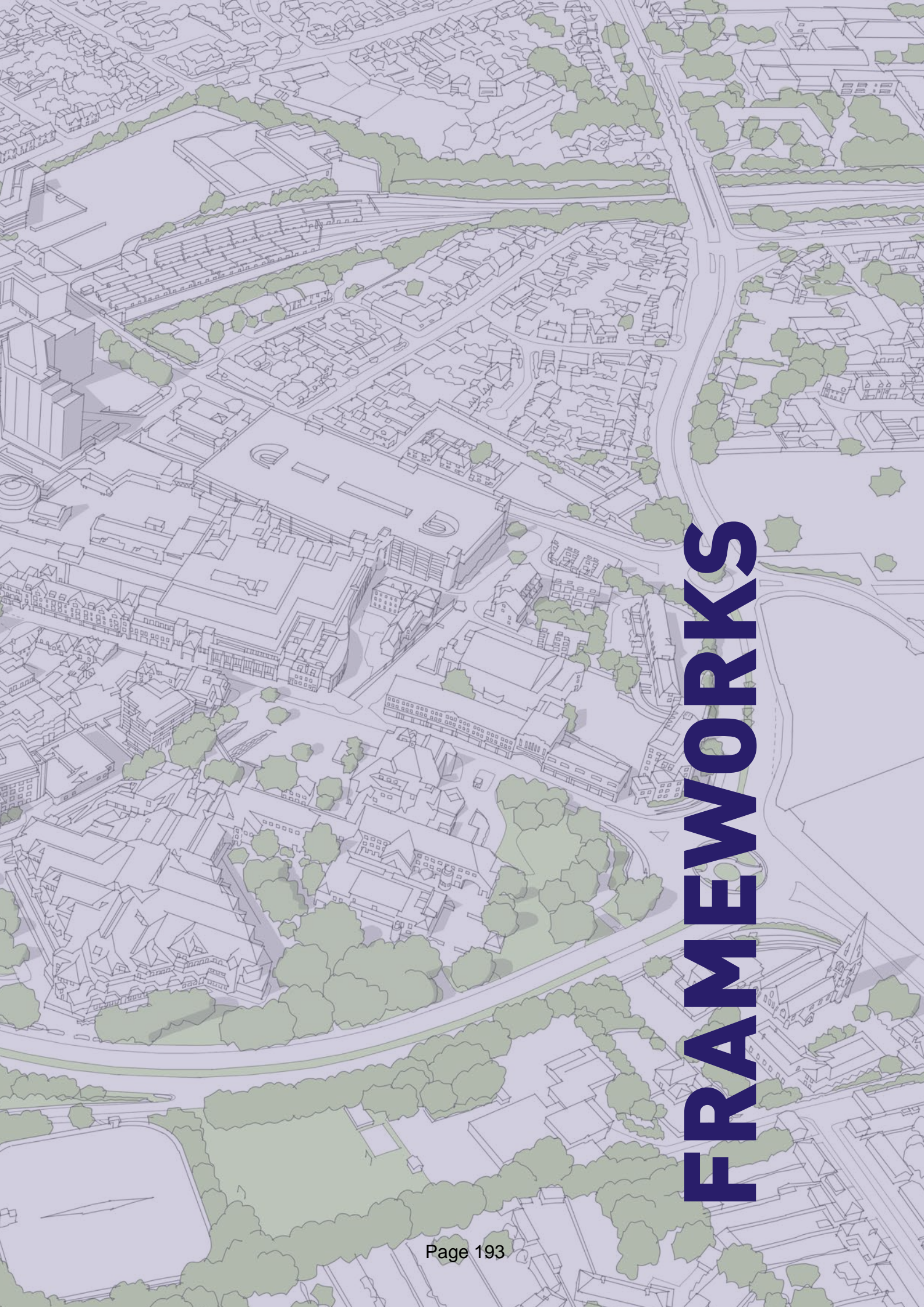
The scheme opens up access to a new waterside setting, long inaccessible and underused, with new pedestrian and cycle bridges that will bring people in and improve connectivity between Tottenham Hale and the Lea Valley Park.

Hale Wharf is a good example of the regeneration along a blue network while delivering housing and connecting places together.





4



# FRAMEWORKS

## 4.1 Movement framework

### Strategic movement opportunities

Several important strategic opportunities were identified within the baseline review to help support Uxbridge as a thriving town centre and one fully accessible by active and sustainable transport modes, including:

- Improving sustainable connectivity with Buckinghamshire and Hertfordshire through quality bus and cycling partnerships
- Championing the TfL 'Superloop' orbital links including to central London, Harrow and Hounslow ensuring bus priority and bus stop improvements are sought
- Creating a high-quality bus and cycle link to West Drayton station
- Mitigating and managing the impacts of strategic traffic on the network including road upgrades and junction improvements to smooth traffic and reduce congestion
- Ensuring growth and development can be accessed by active and sustainable modes of transport, addressing severance caused by major highway infrastructure as part of opportunity site development
- Enabling sustainable connectivity with open and green space

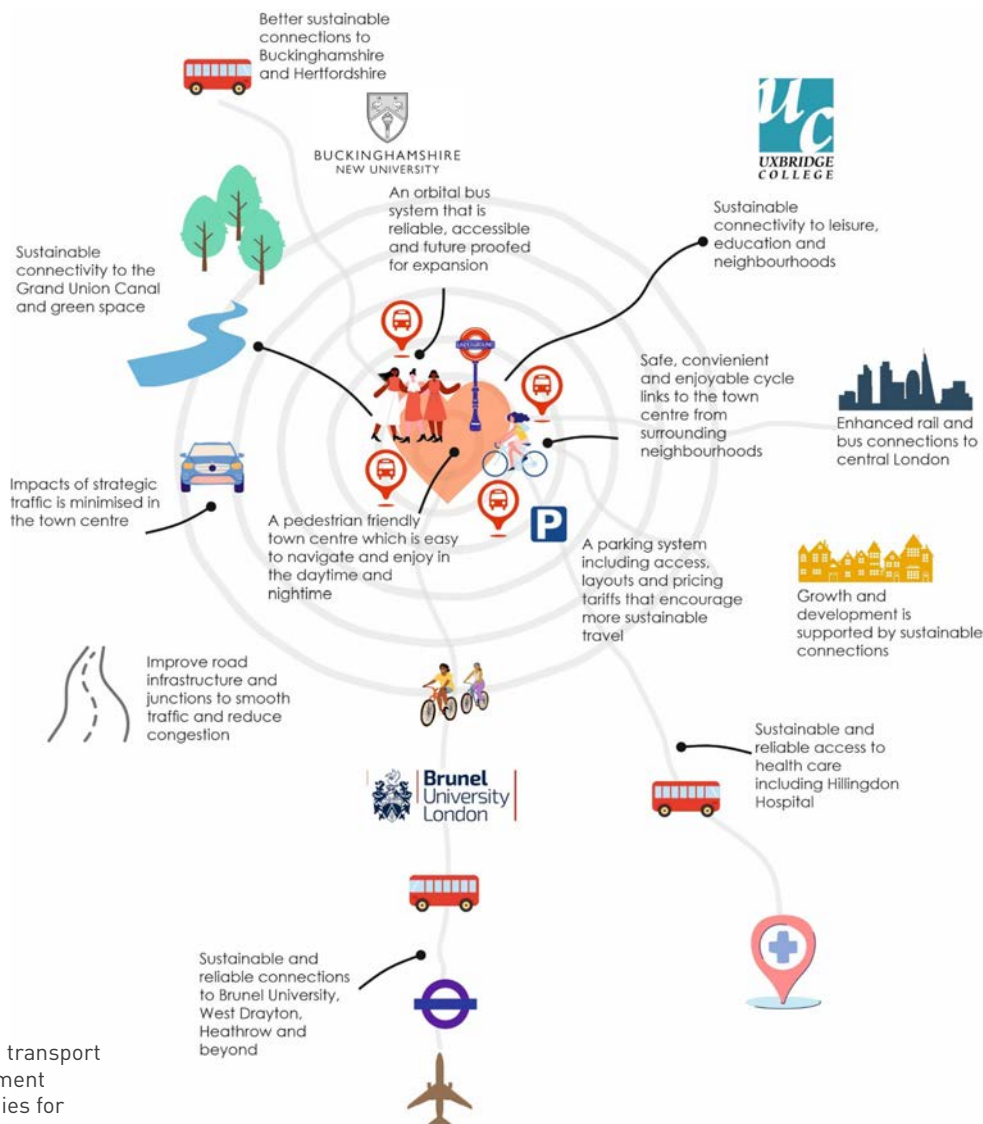


Fig 4.1: Area wide transport and movement opportunities for change



### **Rebalancing Movement and Placemaking Priorities**

The ambition is to rebalance movement and access priorities of different transport modes accessing the town centre over the life of the vision. A zonal system could be implemented, whereby in the central core pedestrians are prioritised, moving out to cycling, bus, highways and parking on the outer rings.



### **Connecting Uxbridge to its Neighbourhoods**

A major element of the vision is to create high-quality pedestrian and cyclist links to and from the town centre with surrounding neighbourhoods and other key attractors including schools, colleges, Brunel University and leisure facilities. This should include improving existing routes, junctions and crossings as well as identifying potential new links to improve pedestrian and cyclist accessibility, safety and legibility.



### **A Place for People**

Through the re-prioritising of movement in the town centre, there is an opportunity to return streets and spaces around the town centre to people and placemaking, including Windsor Street, town centre mews and alleyways. This would require the relocation of parking, reallocation of road space, removal of superfluous street furniture, public realm, lighting and greening improvements, as well as reconsideration of building plots and access arrangements.



### **Connecting Uxbridge to the Grand Union Canal and Greenspace and Leisure**

The ambition is to significantly improve existing links to and from the town centre to green space and the Grand Union Canal, as well as identifying opportunities for new accesses and routes for walking, cycling and buses to these important assets. Measures should also look to improve the quality of these green and blue spaces.



### **Future Proofing Buses**

Creating a bus system that is fully operational, legible, reliable and accessible now and in the future, should form a major role in shaping the vision of the town centre. This could include the replanning of the bus routes, relocation of bus stops and in the longer-term relocation of the bus garage to create a 21st century, efficient and fully integrated station interchange.



### **Development-Enabling Sustainable Parking and Deliveries Strategy**

There is a need for a development-enabling sustainable parking and deliveries strategy for the town centre. This would address the existing negative impacts of parking, improve parking facilities, particularly for sustainable vehicles and disabled users, and find long term solutions to support development. It also needs to support regeneration objectives and encourage more sustainable modes of transport.

Cycle and pedestrian lane with modal filter in Walthamstow, London; shared surface high street in Vienna, Austria; Bus stops in Bourg-en-Bresse, France; integrated car, cycle and pedestrian movement and planting along A43 in Lyon, France

## Overarching transport strategy

### Existing issues

Uxbridge is currently very car-dominated. Park Road, Hillingdon Road and Oxford Road sever neighbourhoods to the east, south and west of the town centre, preventing safe and accessible local walking and cycling routes. Bus routes are insufficiently provided for the north, northeast and southwest of the town and there is an over concentration of bus stops along the High Street and Belmont Road around Uxbridge Station. This leads to congestion, reduced air quality and poor user experience.

### The ambition

The goal is to establish a movement strategy that works efficiently, safely and sustainably for pedestrians, cyclists, buses and vehicles. Walking and cycling routes will strategically connect to wider green routes, provide accessible links to local neighbourhoods through safe junction crossings, improve the High Street and Windsor Street experience by minimising vehicle use and enhance secondary and tertiary informal and meandering passageways throughout the town centre.

Reducing vehicle dominance in Uxbridge is key to improving the town centre environment. A parking strategy will be undertaken by Hillingdon Council to better understand where parking is over provided to manage and consolidate it to reduce traffic congestion, recycle underused space and support the economic vitality of the town centre. Greater emphasis will be targeted at improving access to public transport, in particular, improving the visibility and accessibility of local buses that offers a balanced service to all neighbourhoods in Uxbridge. A new bus link between York Road and Belmont Road and re-providing bus stops along Chippendale Way will help to relieve the existing pressure on highways and increase visibility and integration with tube and rail links.

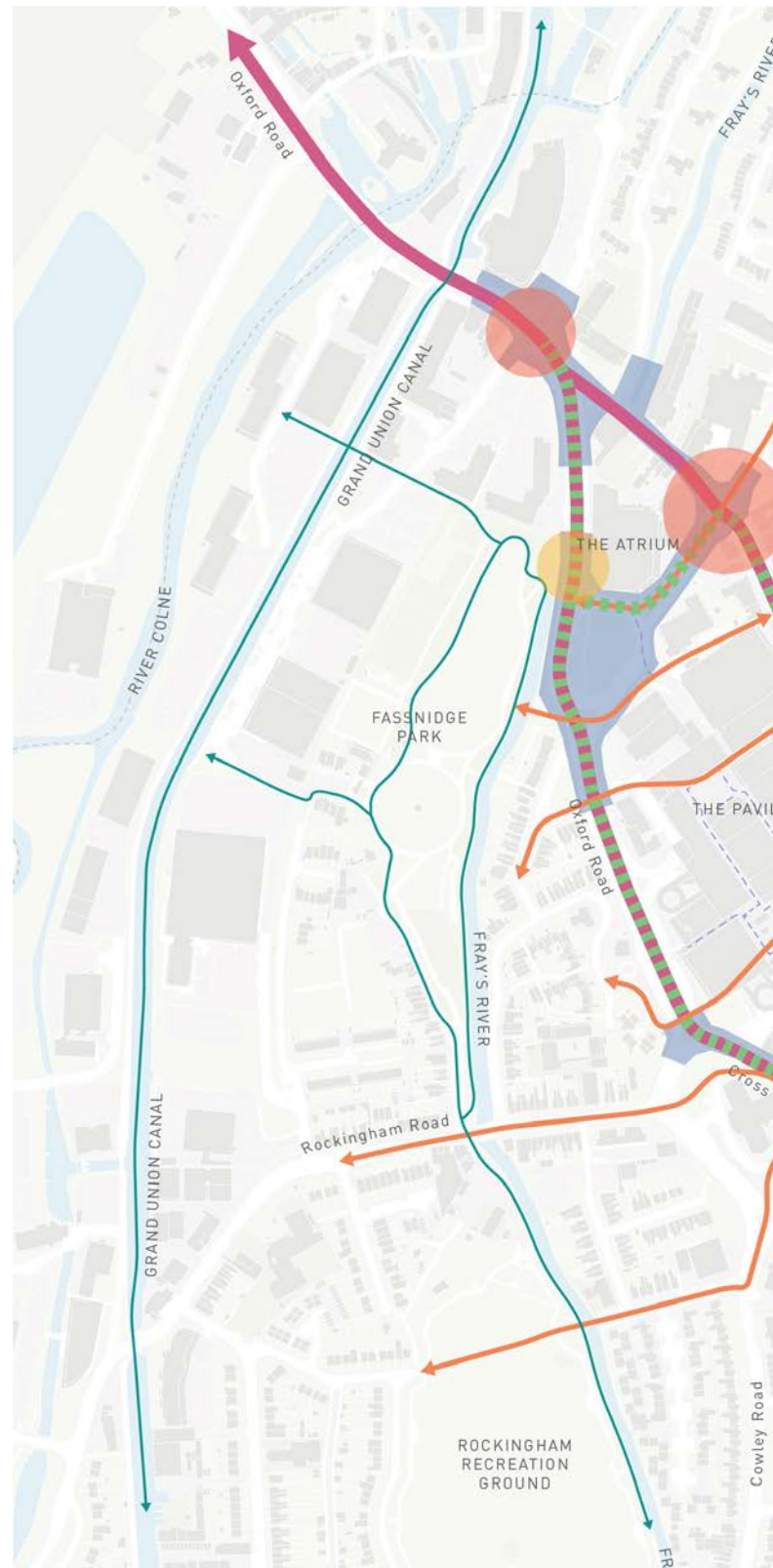
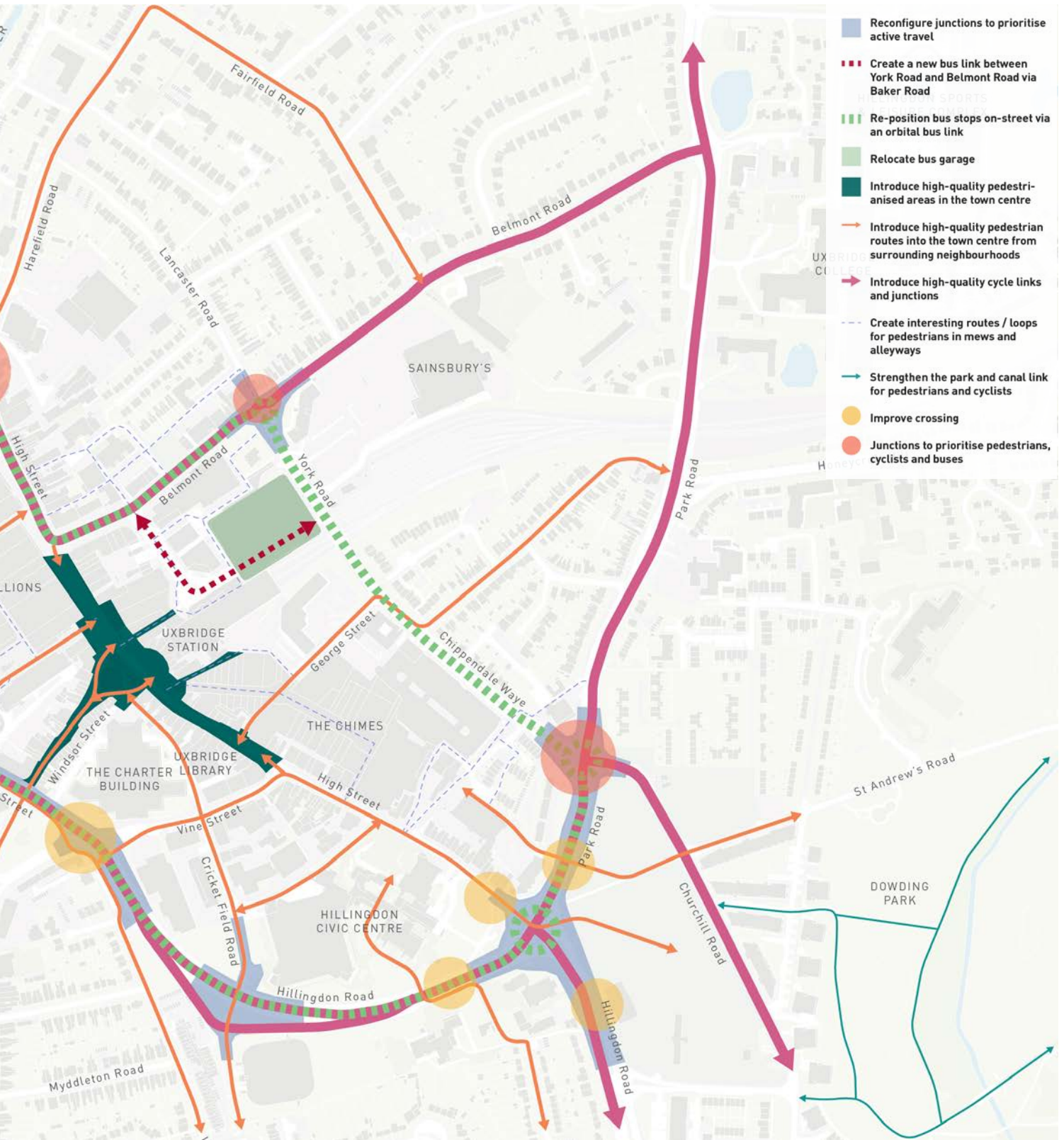


Fig 4.2: Uxbridge's overarching movement strategy





Pedestrianised high street with street trees, cycle lane and bicycle parking; cycling modal filter in Walthamstow; greening and improved cycle and pedestrian space in Brooklyn, New York, USA; and improved public realm for pedestrians and cyclists alongside new planting in Marylebone, London.

## Walking, cycling and public spaces

### Existing issues

Uxbridge is surrounded by green and blue space, including Fasnidge Park, Grand Union Canal and Rockingham Recreation Ground to the west and Uxbridge Common to the east. However, these important assets are difficult to get to, and in some cases are in visible/hard to find on foot and by bicycle.

Key attractors on the outskirts of the town centre including Brunel University, leisure facilities and Hillingdon Hospital are also not very well connected by walking, cycling and public transport.

### The ambition

The ambition is to re-establish and reintegrate important green, blue and public spaces into the town centre.

The aim is to also create high-quality connections to attract visitors outside of the town centre, including Brunel University and Hillingdon Sports and Leisure Complex.

- Improve existing crossings for pedestrians and cyclists
- Introduce new crossings for pedestrians and cyclists
- Re-design junctions to enable at grade pedestrian and cyclist crossings
- Public realm improvements
- ↔ Potential new pedestrian and cyclist links as part of regeneration
- Relocate street clutter, taxis and drop-off to make way for a high-quality station arrival area
- Introduce high quality strategic cycle links and junctions
- Introduce high quality town centre links for pedestrian and cyclists
- - - Create interesting routes / loops for pedestrians in mews and alleyways
- Introduce quality leisure and park routes with links to the Grand Union Canal for pedestrians and cyclists
- Strengthen the canal link for pedestrians and cyclists
- Create a cluster free pedestrian and cyclist-friendly environment on the High Street
- Mixed priority route that enables pedestrians, cyclists and buses convenient and safe access
- Reconnect the monument, Windsor Street and St Margaret's Church to the town centre through road realignments, major public realm improvements and the introduction of time-restricted access for deliveries, servicing and emergency vehicles only

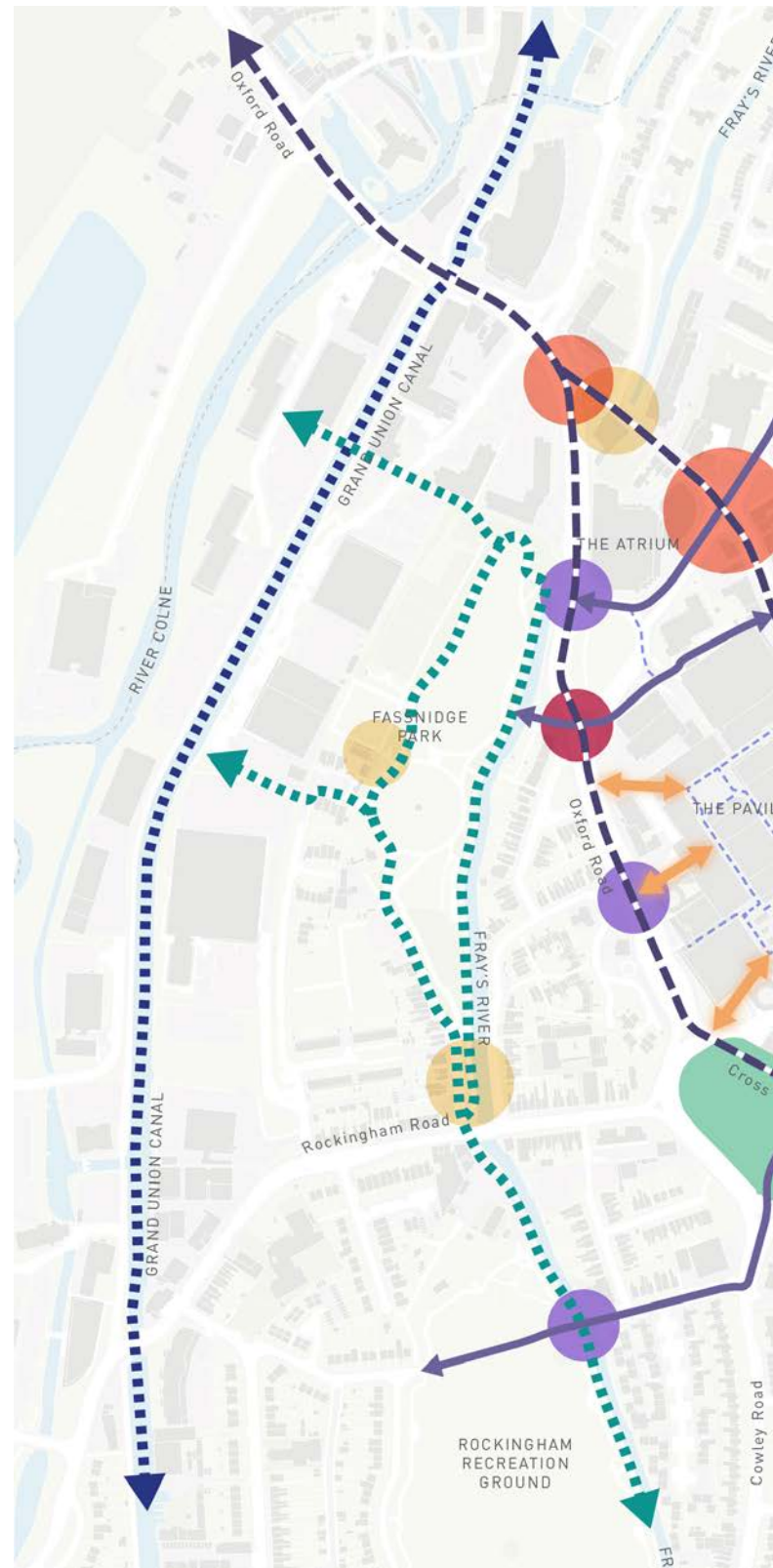
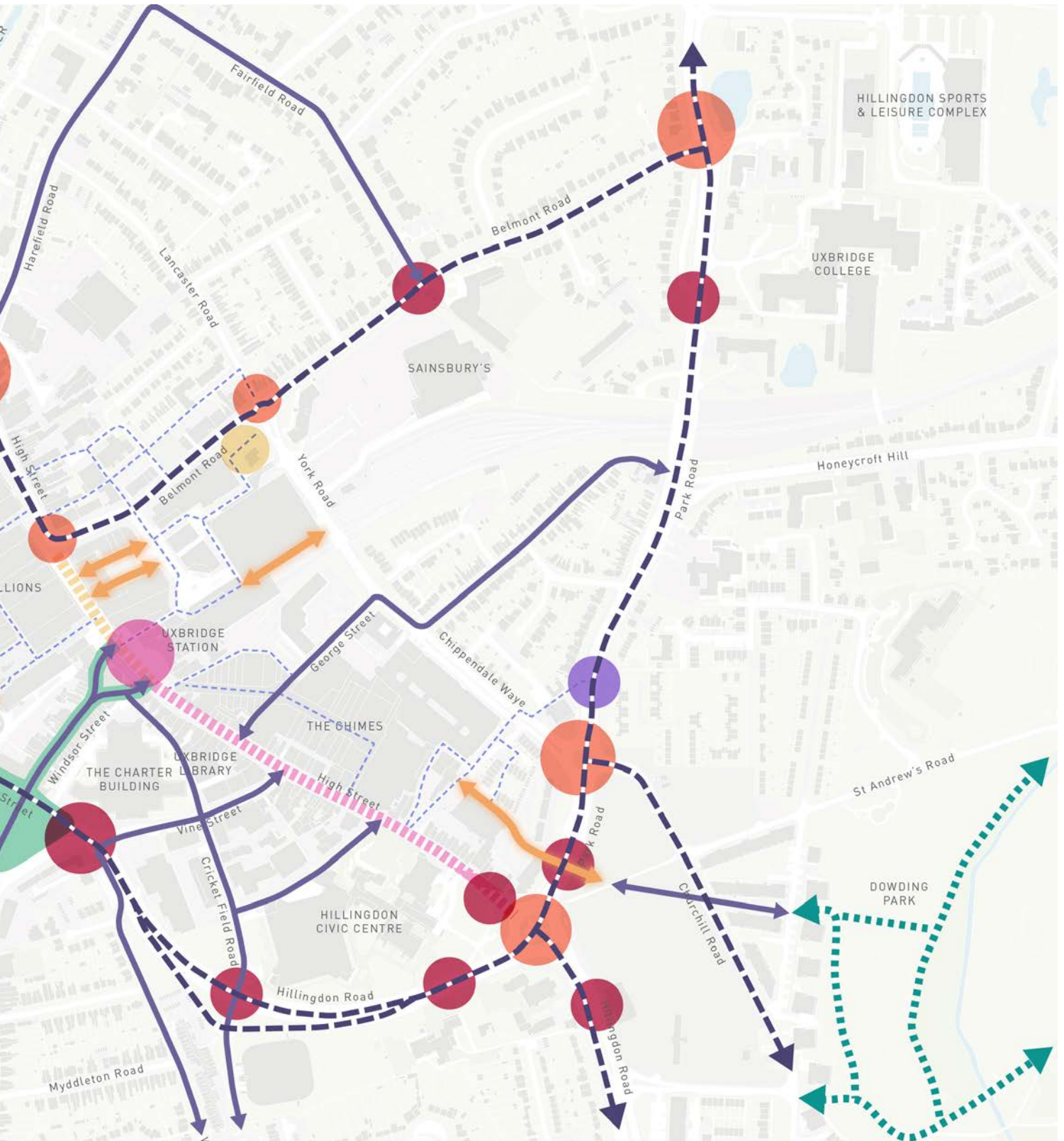
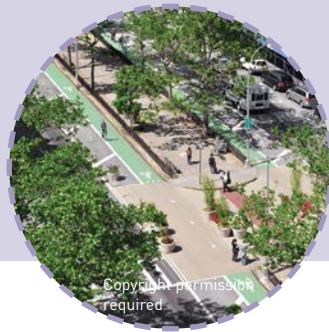


Fig 4.3: Uxbridge's walking and cycling strategy



Examples of a high quality bus stops and hubs: Szell Kalman Square in Budapest, Hungary; Stockton on Tees, UK; bus stop with 'smart roof' containing lighting and speakers to signal approaching buses in Umeå, Sweden; integrated bus hub in Croydon, including cycle parking, cycle hire and Wi-Fi on an orbital route around the town centre.

## Buses - from a complex to a comprehensive network

### Existing issues

Currently all buses travel through the constrained space next to Uxbridge station, where people are also trying to access the station and the town centre

The existing layout and system impacts bus operations, causes delays and road safety due to the lack of space

There is currently little or no bus service provision to the north, northeast and southwest of the town centre, impacting on local access from these areas

There is no opportunity to expand routes within this currently situation.

The existing network of buses creates a significant amount of pressure in one location, whilst other areas have little or no service provision.

### The ambition

The ambition is to create a bus network that enables existing buses to operate in an efficient and safe manner; makes buses more visible and in prime location to maximise passenger take-up; provides a balanced level of service to neighbourhoods that surround the town centre as well as into the home counties; provides sufficient flexibility and space to future-proof the introduction of further new services; provides suitable bus service operation facilities in a more appropriate location.

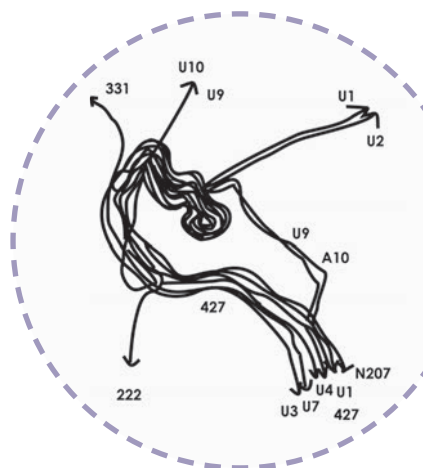


Fig 4.4: Existing bus network

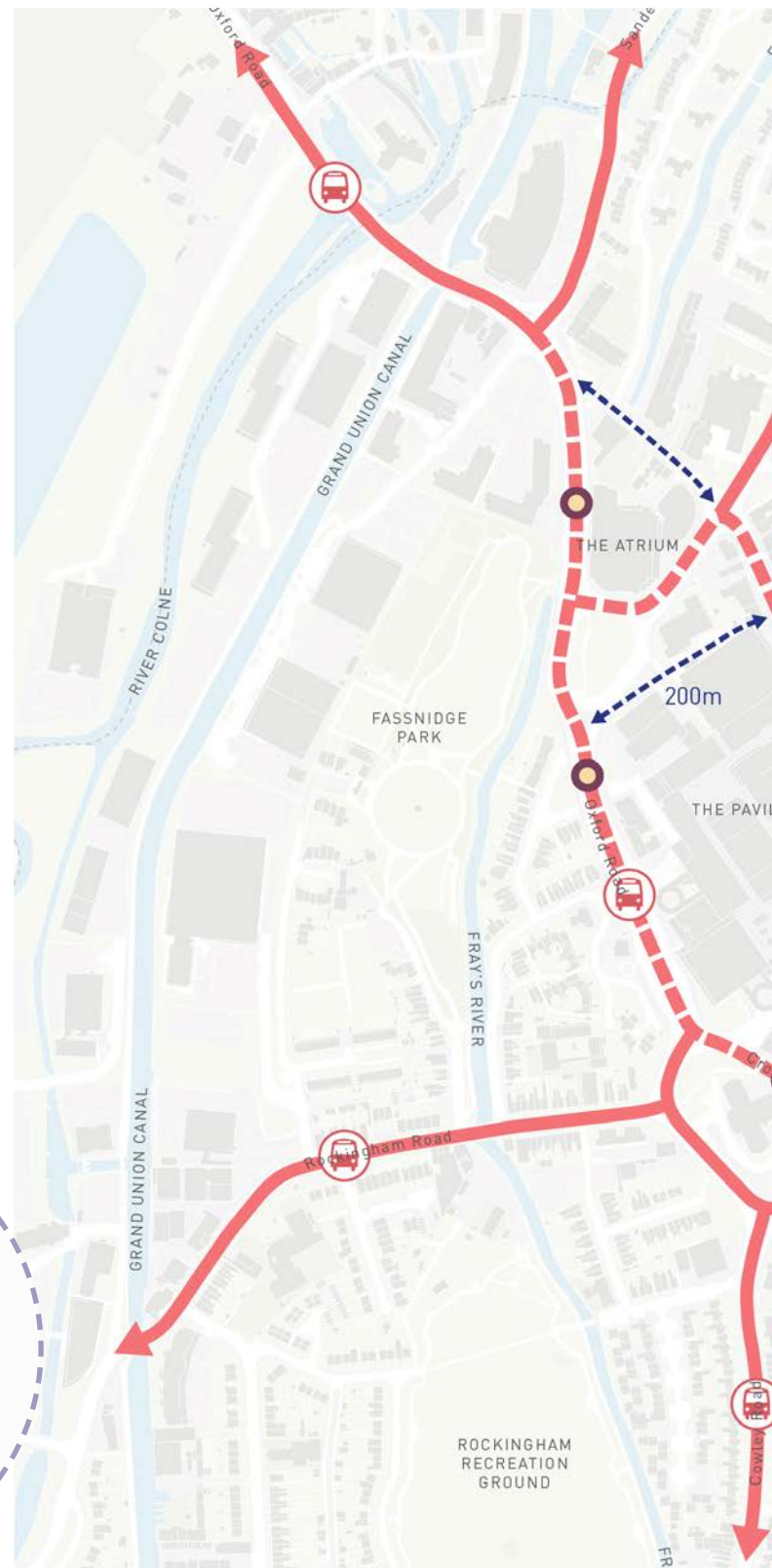
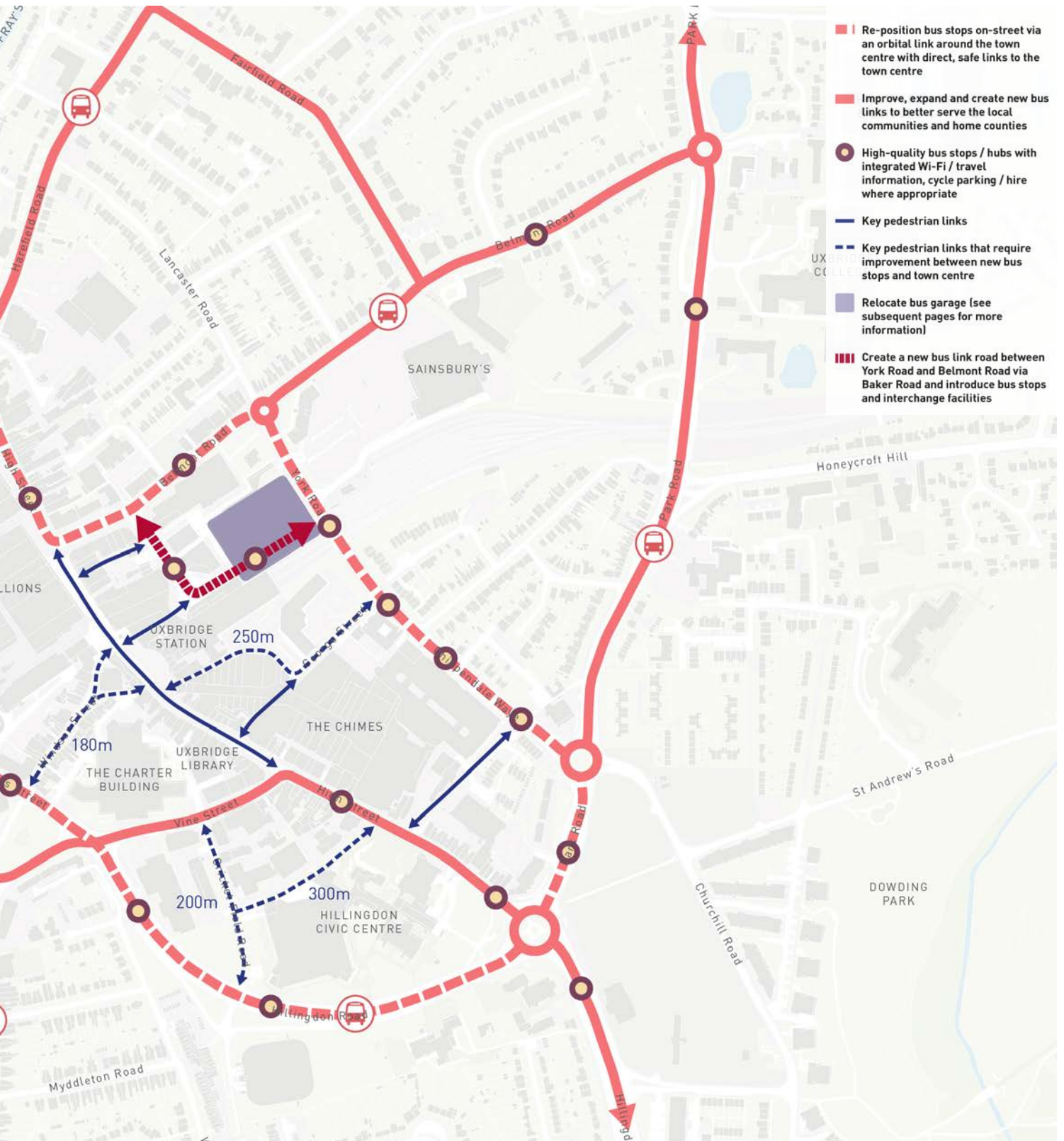


Fig 4.5: Uxbridge's bus strategy - a bus system fit for a long future



## Delivering the ambition

To deliver the ambition will require imagination, innovation and a move away from traditional approaches to design.

### Key objectives

- Uxbridge station interchange hub - Create a much enhanced two-way interchange by opening up the Bakers Road link to York Road.
- Uxbridge station multi-modal hub - Create a station multi-modal hub where taxis, drop-off/pick up, cycle facilities and information is provided and in turn enabling the full closure of the High Street outside the town centre.
- Orbital bus system - Create a highly visible orbital bus route system including bus priority around the periphery of the town centre with high quality bus hubs and quality links for pedestrians and cyclists to/from these hubs to the town centre
- Bus garage - Relocate the bus garage to a more suitable location which better supports bus operations.

### The benefits

This bus-enabling ambition and approach would have significant benefits for the town centre, wider regeneration, socio-economic and environmental objectives and short-medium length non-car journey-making. Related benefits include:

- Enabling existing buses to operate more efficiently, effectively and safely
- Raising the profile, visibility and priority of buses to create a more accessible and legible service
- Generating more revenue for buses through increased patronage and profile
- Enabling greater coverage and expansion of existing routes to provide access to neighbourhoods currently inaccessible to public transport
- Future-proofing further routes as there is greater capacity to run more services on an orbital system
- Improving the quality, safety and personal security in and around the station environment
- Providing greater opportunities for placemaking, sustainable regeneration and environmental improvements through the relocation of buses and release of land presently occupied by buses.

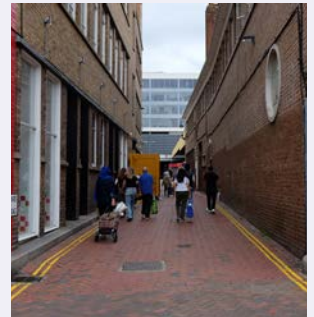


Fig 4.6: Uxbridge existing situation

## Uxbridge station environment and interchange

### Existing issues

Currently the station and interchange environment is compromised by clutter. Too many different types of users are competing for space, characterised by overbearing buildings and dark alleyways creating an unsafe and uninviting environment.

### The ambition

The ambition is to create a high-quality, better integrated, less cluttered and confusing station and interchange environment, including both the High Street and Bakers Road. The environment should be calm, clear and safe for pedestrians and cyclists and better manages vehicular access. Creating a new dedicated taxi/drop-off and cycle hub to the southeast of the station (accessed from York Road) will alleviate the pressure of vehicles in front of Uxbridge Station on the High Street.

### The benefits

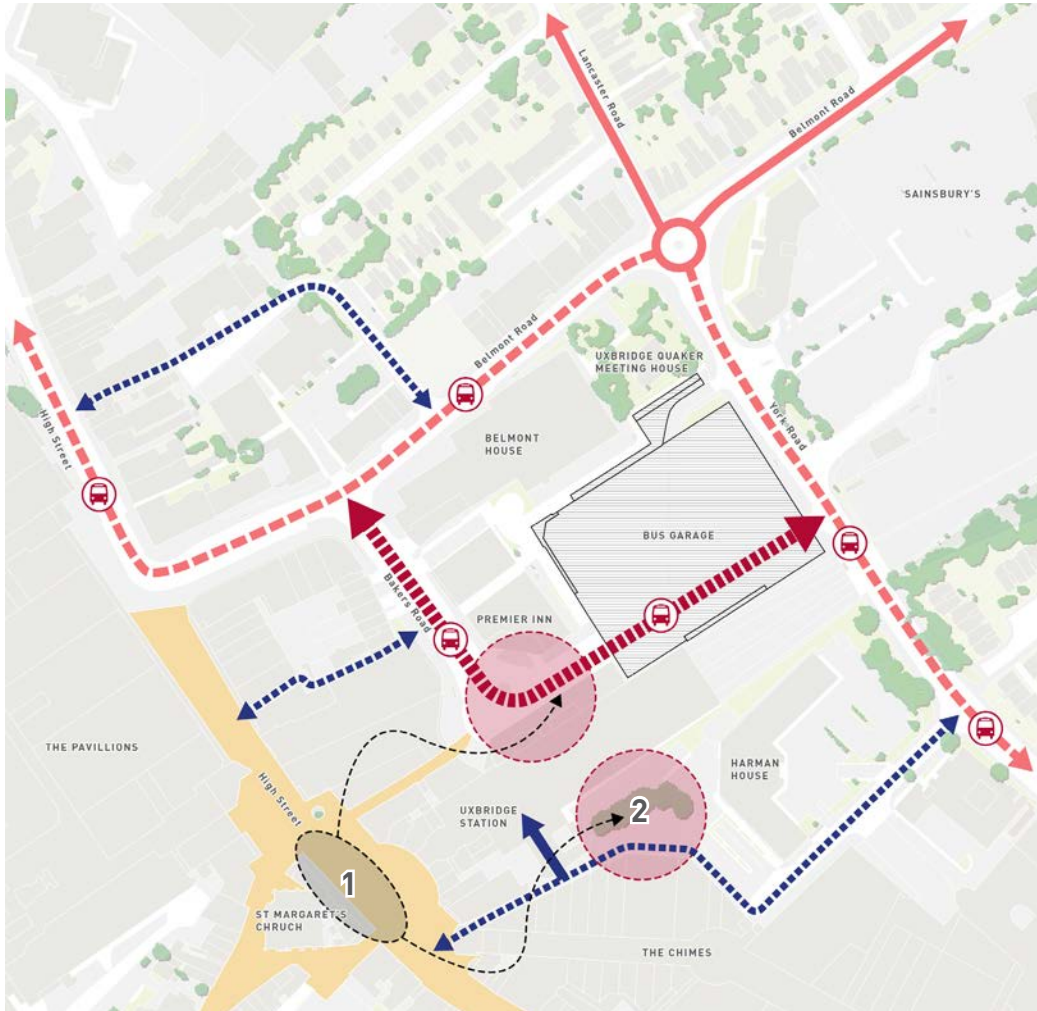
The benefits of replanning the station interchange and arrival areas include the following:

- Enabling a safer and more inviting station interchange environment that is easier to navigate particularly for vulnerable road users
- Enabling public realm to be improved through the relocation of movement activities to more appropriate locations, namely the relocation of vehicle drop-off/pick up and taxi movements on the High Street outside the station
- Enabling the relocation of the bus garage, stops and accesses provides a greater opportunity for significant public realm improvements including a potential station square and new bus and taxi link
- Enabling land release for new and more appropriate development, better pedestrian and cyclist links and public realm.

**Re-imagine the Baker Street environment including relocation of the bus garage and bus stands to create a more inviting arrival and interchange.**







- ▬▬▬ Re-position bus stops on-street via an orbital link around the town centre with direct, safe links to the town centre
- ▬▬▬ Improve, expand and create new bus links to better serve the local communities and home counties
- ⊗ High-quality bus stops / hubs with integrated Wi-Fi / travel information, cycle parking / hire where appropriate
- - - Key pedestrian links that require improvement between new bus stops and town centre
- Relocate the bus garage to another location where bus operations and standing can be undertaken more effectively
- ▬▬▬ Create a two-way bus and taxi link only between York Street and Belmont Road via Baker Street through the removal of the bus garage
- ⊗ Relocate the taxi / drop-off area in front of the station (High Street) and close this section to vehicular access except emergency vehicles, refuse vehicles and time-restricted / controlled deliveries and servicing
- ⊗ Potential for a multi-modal hub including taxi / drop-off area next to Uxbridge Station at the back of the Chimes Shopping Centre (currently occupied by a parking area)
- Potential opportunity to open a new entrance to the station from this edge
- Pedestrianised High Street environment

### 1. Existing taxi/drop-off/pick-up area



### 2. Potential new multi-modal hub area



Fig 4.7: Relocating taxi/drop-off to a dedicated area next to the station would significantly improve the station environment and interchange experience for all users. The potential to open up the north side of The Chimes could also be explored to support this.

Transforming roundabout to a shared surface square in Bacup, Lancashire; Preston improved public realm and street tree planting; The Cross, Worcester cycle hub; and public realm transformation with pedestrianisation, planting and seating at Strand and Aldwych in London.

## Sustainably connecting Uxbridge town centre to its communities

### The existing situation

Currently the highway network that surrounds the town centre acts a useful mechanism that keeps strategic movements out of the town centre. However, it creates a significant barrier to local connectivity and prevents communities that surround it from accessing their town centre by foot or bicycle safely.

### The ambition

Whilst recognising the importance of the strategic network, the ambition is to better balance the need to keep the network moving with greater local pedestrian and cyclist access that better connects the town centre with its communities. This could include:

- Partial removal of links or road reallocation on the gyratories on Oxford Road/Hillingdon Road with space given back to bus priority, pedestrians, cyclists and linking up green space and historic streets
- Replacement of roundabouts or the signalisation of roundabouts and introduction of at-grade crossings to reduce crossing distances and improve cyclist road safety. Consideration to bus turnaround should be considered if roundabouts are to be replaced with signalised junctions.
- At-grade, one-stage crossings should be introduced on Park Road, Oxford Road and Hillingdon Road linking up key wider attractors including Brunel University and leisure facilities.

The strategic highway network creates a significant barrier to local, sustainable access with a negative impact on the environment, road safety.

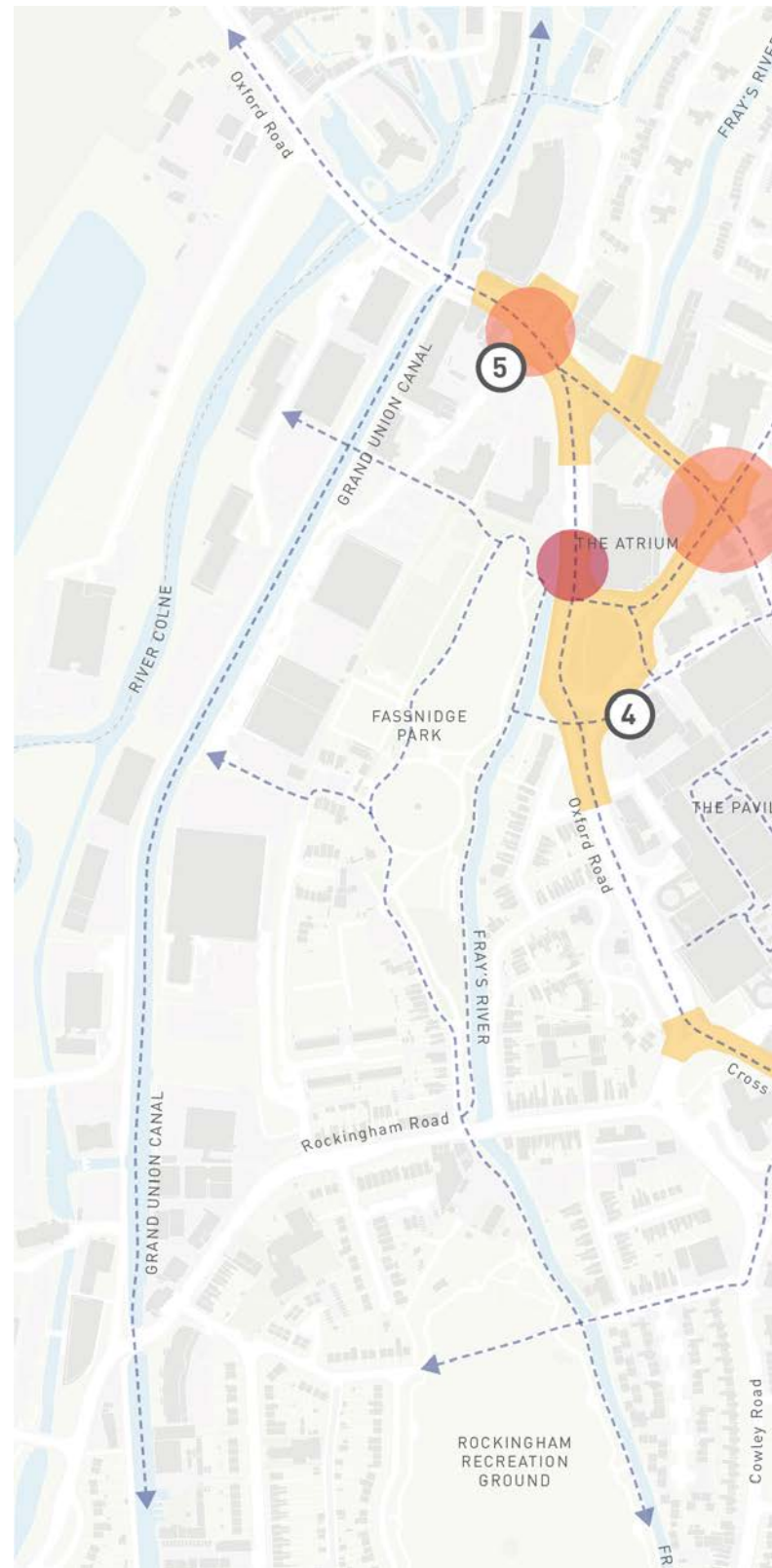
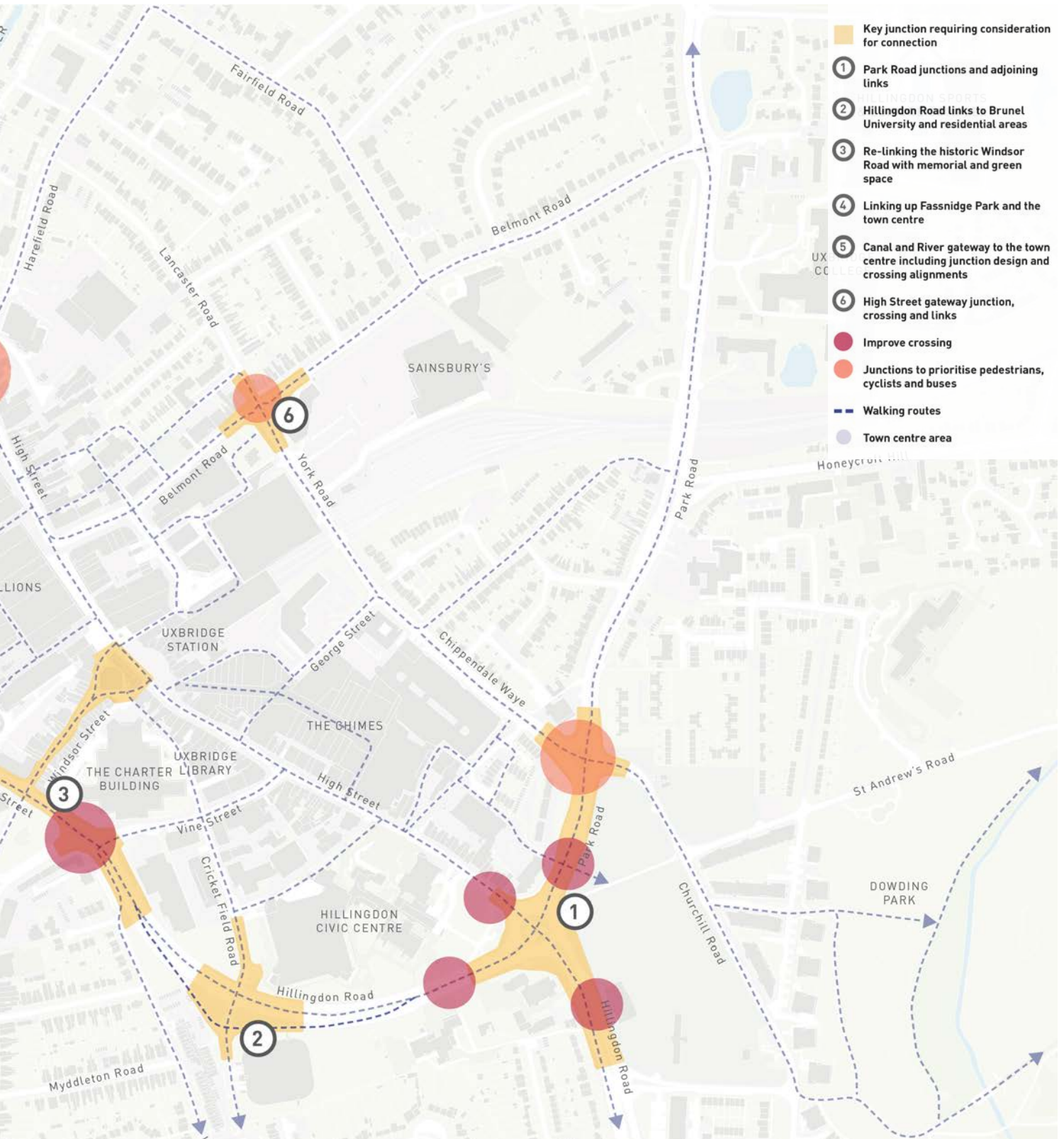


Fig 4.8: Key junctions which could be enhanced to better facilitate all modes



## 4.2 Land use framework

The aim of this framework is to increase the number of people using, enjoying and benefiting from the Town Centre by providing a more diverse set of uses that respond to these challenges and meet the demands of local people and businesses.

Drawing on the economic, social and commercial analysis undertaken as part of the evidence base analysis, the types of uses that could be introduced to help achieve this aim are set out the table below. These include residential and non-residential uses, and those presented either offer opportunities for the Town Centre or are under-represented at present. Increasing these types of uses will complement existing uses in the Town Centre including its civic, retail, community and office assets.

This land use framework addresses four distinct but overlapping challenges facing Uxbridge Town Centre. These include but are not limited to:



The need to evolve the High Street offer so it is fit for the future, better reflects rapidly changing consumer demand for 'experiences' and attracts a broader audience.



The need to better meet the day-to-day needs of Uxbridge and Hillingdon's residents and provide uses that are welcoming to all members of the community.



The need to address the under supply and lack of diversity of residential accommodation in the Town Centre and its catchment.



The need to maintain a strong and diverse local economy while also addressing the oversupply of office space.



Use Type	Examples	Justification
Leisure	E.g. Competitive socialising (shuffleboard, darts, arcades, axe throwing etc), gyms, spas	Under-representation of leisure uses Lack of uses catering to student population Weak evening and night time economy Strong emerging market area nationally that will diversify offer
Food & Beverage	E.g. Restaurants, bars, cafés, pubs	Under-representation of F&B uses Weak evening and night-time economy Opportunity to capitalise on overnight stays linked to Wembley Increasing demand from consumers for authentic experiences
Personal Services	E.g. Hairdressers, barbers, dry cleaners, beauty salons, financial/legal services	Under-representation of services that meet the day-to-day needs of local people Over-representation of chain retail targeted at regional market High demand from consumers for services that cannot be delivered virtually
Health	E.g. Pharmacies, health hubs, opticians, physical/mental therapists	Under-representation of services that meet the day-to-day needs of local people Ambitions from local NHS bodies to open 'super-hubs' within communities Increasingly ageing population
Culture	E.g. Commercial theatres, community theatres, independent cinemas, museums, galleries	Lack of any cultural and creative uses Weak evening and night time economy Few non-retail anchors that attract people from outside the local area to visit Growing idea of town centres as 'playgrounds' for all
Education	E.g. Higher education teaching, learning and study space (i.e. Brunel University)	Brunel University lacks presence in the town centre Ambitions from Brunel University to bring teaching and accommodation into the town centre
Commercial Space	E.g. Innovation hub, maker space, creative studio, 'conventional' industrial	High levels of office vacancy Opportunity to diversify economy Need to enhance entrepreneurialism and cater to smaller businesses Aspiration from Brunel University to open a new innovation hub
Hotels	N/A	Opportunity to capitalise on proximity and connectivity to both Wembley and Pinewood Studios Strong take up of rooms at existing hotels Under-representation of hotels versus other town centres
Retirement Communities	I.e. Integrated retirement communities and retirement homes	Projected proportional increase in people aged 65+ in Hillingdon Potential offered by 'grey pound' Remains a buoyant and viable market
Student Accommodation	I.e. Purpose-built student accommodation, co-living and university accommodation	Brunel University plans to grow student population Lack of student accommodation locally particularly in town centre Increasing presence of international students at Brunel University Presence of Buckinghamshire New University in town centre Continues to be a resilient and growing residential market sector
Market Products	I.e. Market sale (including houses), built to rent and co-living	Lack of housing in town centre compared to competitor centres Opportunity to increase footfall and town centre expenditure May help increase average household incomes locally, and therefore town centre expenditure
Specialist Products	I.e. Affordable/social (including houses), and discount market sale	Access to housing is a key driver of deprivation locally May help to sustain the town centre's relatively young population

## Use suggestions for character areas

From a spatial perspective, some of these uses are more suitable for certain locations than others. As summarised on the diagram below, this is because different parts of the Town Centre have distinct characteristics that make them more appropriate for certain uses.

Taking the four challenges in turn, the most suitable part of the Town Centre for uses that will help evolve the High Street offer is the area in and around the Chimes. This is because it is already the Town Centre's main retail heart, which should be maintained, and there is an opportunity to introduce more leisure, cultural and F&B uses to the area – it is already home to the Town Centre's most important leisure assets (i.e. Odeon, Library, Morello Lounge) which creates a good starting point to create a new cluster of activities that diversify the local offer, encourage linked trips and create a stronger evening and night-time economy.

The area in and around the Pavilions, in contrast, is a suitable location to introduce more uses that meet the day-to-day needs of the local population (e.g. health hubs, opticians, community uses, pharmacies, therapists, hairdressers, barbers, dry cleaners, beauty salons etc). This is because it is a central and easy-to-access location, but also because it has a large number of retail and office assets that are struggling from changing consumer and weakening market demand – these can be re-purposed, re-focused and/or re-developed to support these service-oriented uses. Some of these buildings, particularly those on the periphery, may also be suitable for further educational uses should Brunel University want to expand into the Town Centre.

The Civic Centre also provides opportunities to better meet the needs of the Uxbridge and wider Hillingdon community. At the moment it is home to the London Borough of Hillingdon and a small number of other public services – while it is technically open to the public, it is fairly inaccessible and closed off particularly as many services located within the complex are not public facing. There is a clear opportunity to introduce other civic and community uses into the complex to increase its social impact and draw more people to the Town Centre. Potential uses relate to culture, education, health and other public services.





Fig 4.9: Diagram showing suggestions for key uses that should be encouraged within the town centre's distinct character areas

Windsor Street sits between the Chimes, Pavilions and Civic Centre and provides a mix of independent restaurants, pubs, shops and personal services. This offer is distinct from the rest of the Town Centre and should be maintained and enhanced to improve its functioning and attractiveness. The characterful streetscape lends itself to alfresco activity typically associated with cafés, bars, restaurants and pubs.

### **Addressing housing needs**

In terms of addressing the under supply of residential uses in the Town Centre, there are several locations that present opportunities. The areas around the Chimes and Pavilions, for example, both offer opportunities given their proximity to the tube station as well as the presence of opportunity sites, but the area to the west of the town centre around Bakers Road, Belmont Road and Bakers Yard offers the most comprehensive option. This is because the area has several prominent blocks that are ageing, at risk and/or not providing an optimum physical solution. There is an opportunity to comprehensively re-develop this area to make it a more welcoming and attractive gateway, while also providing residential uses and local services that support the needs of residents and commuters.

There also a number of specific sites dotted across the Town Centre that could be utilised to provide more residential accommodation. These includes the former Wickes site, which could incorporate both houses and flats, the Sainsbury's site, and ageing office blocks that are suffering from low occupancy rates – particularly those in and around the Civic Centre area.

The area either side of the canal side toward the north of the Town Centre could also accommodate residential uses – the presence of both the canal and Fassnidge Park would be highly attractive to the market. These areas do, however, also present a good opportunity to diversify the Town Centre's economy as they could be re-purposed and/or re-developed to provide industrial and light industrial type uses over time. Their location on the edge of the Town Centre within close proximity to the M40 and M25 would make them attractive to industrial occupants if office uses in the area begin to suffer vacancy challenges.

### **Employment uses**

Across the rest of the Town Centre it will be important to retain some employment uses to maintain the area's strong and powerful economy. The proposed strategy is to protect the area's 'best' office stock (i.e. assets that are high quality, flexible, well-located and meet changing occupier needs) while allowing the selective release of less appropriate stock.

The most attractive area for office occupiers will be offices within easy reach of both the tube station and car parks, meaning that buildings such as the Charter Building and Belmont House should be retained and promoted. Blocks facing vacancy challenges on the periphery of the Town Centre, however, could be selectively re-purposed as long as support is provided to relocate existing tenants into other office blocks in the area.

Where office blocks are to be re-purposed, consideration should be made to whether any other types of employment use could be considered. In central locations it might be attractive to create new mixed schemes that incorporate several floors of high-quality modern office space, with the rest of the space used for residential and/or other uses. There may also be scope to consider other employment typologies such as creative studios, maker spaces and more industrial type typologies depending on the appropriateness of the location.

When considering employment uses the aim should be to address the high levels of office vacancy while maintaining and diversifying the existing economy. Careful monitoring of total office floorspace, office occupancy and economic performance will need to be undertaken to maintain a good balance. If occupancy levels increase significantly following the release of a few large blocks, for example, a more protectionist stance may be required to ensure the local economy remains robust. This is important as it is will be essential to maintain a strong day-time workforce to drive footfall, spend and support Town Centre performance.





Fig 4.10: Uxbridge existing situation

## 4.3 Sustainability framework

### Climate mitigation

There are a number of measures Uxbridge Town Centre can adopt to help mitigate the risks of climate change.

- Improve the energy efficiency of poor scoring buildings - both domestic and non-domestic. Key buildings that require improvement are The Chimes, The Pavilions, Pemberton House and 159 - 163 High Street.
- Retain as much as possible of the existing built environment - what exists is the most environmentally friendly option! Refraining from knocking down and starting again can hugely help to mitigate climate change.
- Refurbish or retrofit existing buildings which are underused and outdated - this includes ensuring spaces have the flexibility to adapt in the future without requiring major redevelopment
- Diversify town centre uses to help enable the refurbishment of vacant buildings - introducing new uses to diversify the town centre will enable a more resilient local economy to ensure a thriving town centre. Vacant spaces offer this opportunity to future proofing the town centre.

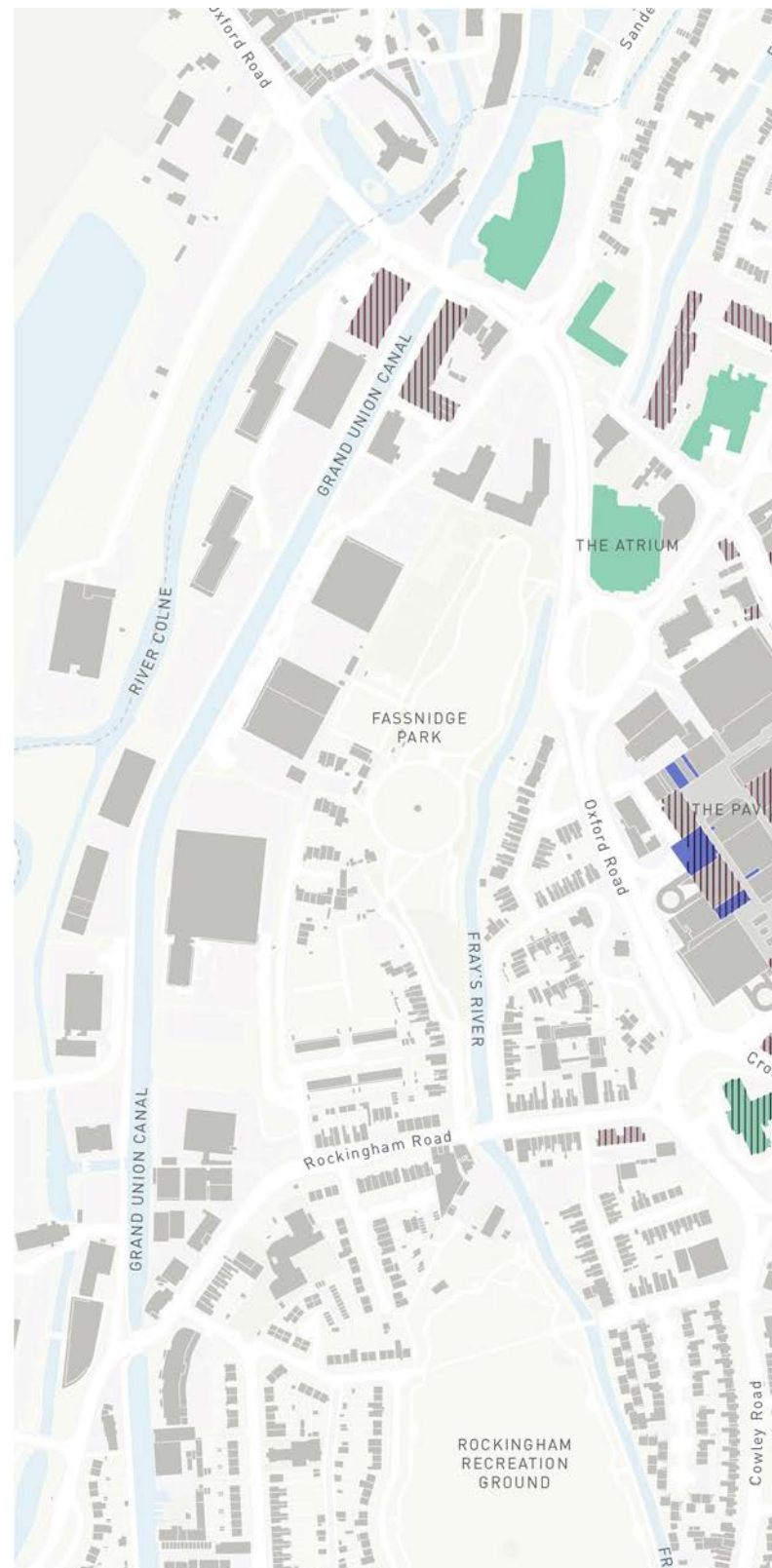
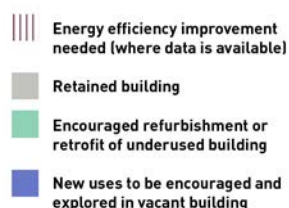


Fig 4.11: Opportunities for Uxbridge to help mitigate the climate emergency



## 4.4 Sustainability framework

### Climate adaptation

There are two key ways that Uxbridge can adapt to the changing climate, this includes:

- Street planting and greening - introducing greening into the town centre will help to reduce the risk from the increasing extreme weather events, improve biodiversity, reduce urban heat island effect by creating shading and reducing heat absorption and mitigate flooding through incorporating permeable surfaces. At the same time, greening improves the physical environment for the local community and visitors, contributing to a positive sense of place and identity. Oxford Road, Belmont Road and Park Road are classed as a high priority for street tree planting. Where tree planting is not possible, such as some stretches of the High Street, other greening measures should be introduced such as pots with high-pollinator plants, helping to support a resilient ecosystem.
- Create a range of different public spaces - having a variety of public spaces with different functions and features contributes to a more resilient and adaptable urban environment. These spaces not only provide immediate benefits in terms of climate adaptation but also contribute to the long-term sustainability and well-being of communities. The Pavilions, The Chimes and Uxbridge Station offer a variety of covered spaces, providing shelter from potential extreme weather events. The removal of vehicles from Market/Station Square and Windsor Street to create high quality public realm will improve air quality, the safety of pedestrians and increase its cultural and aesthetic value.

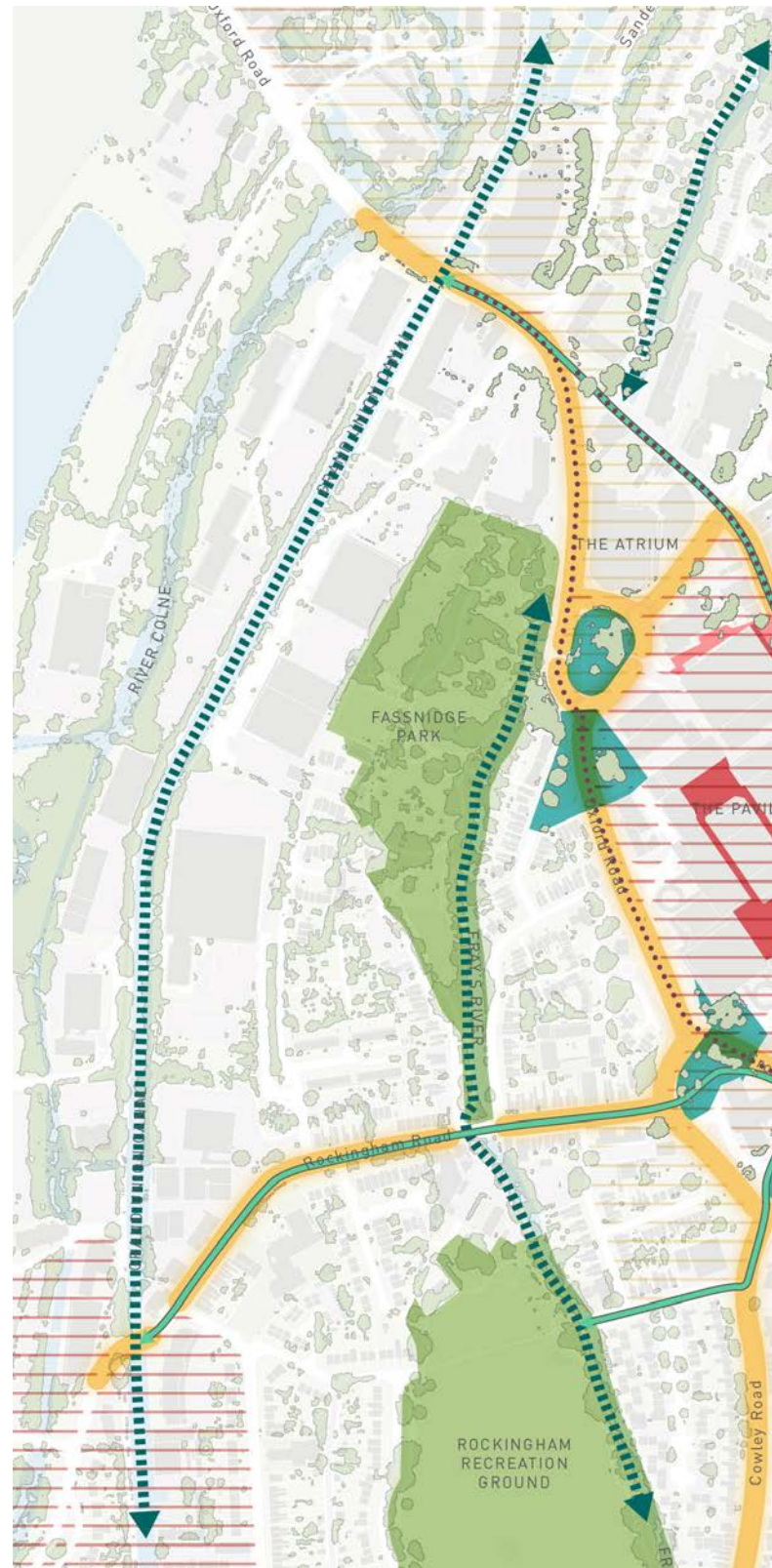
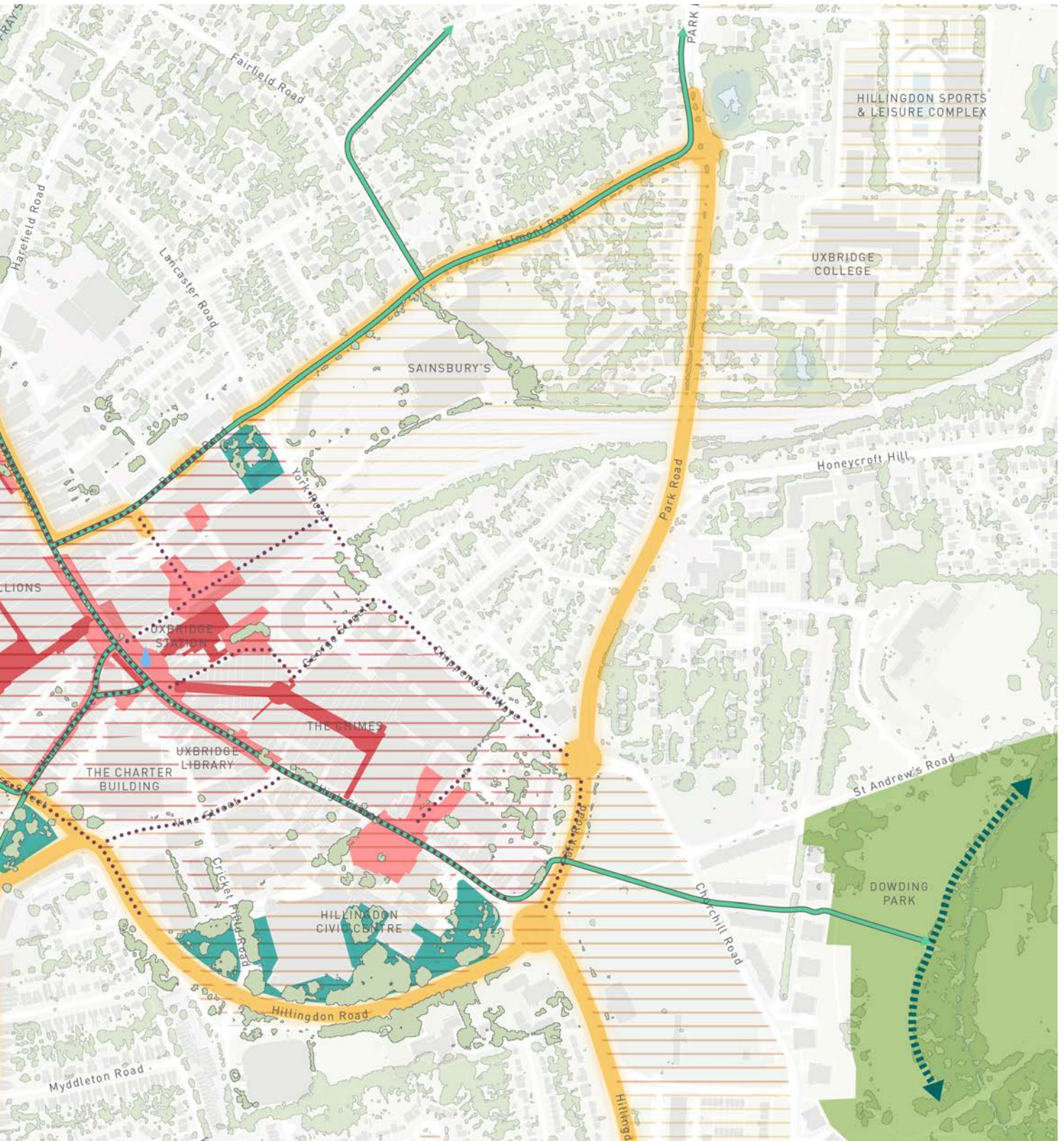
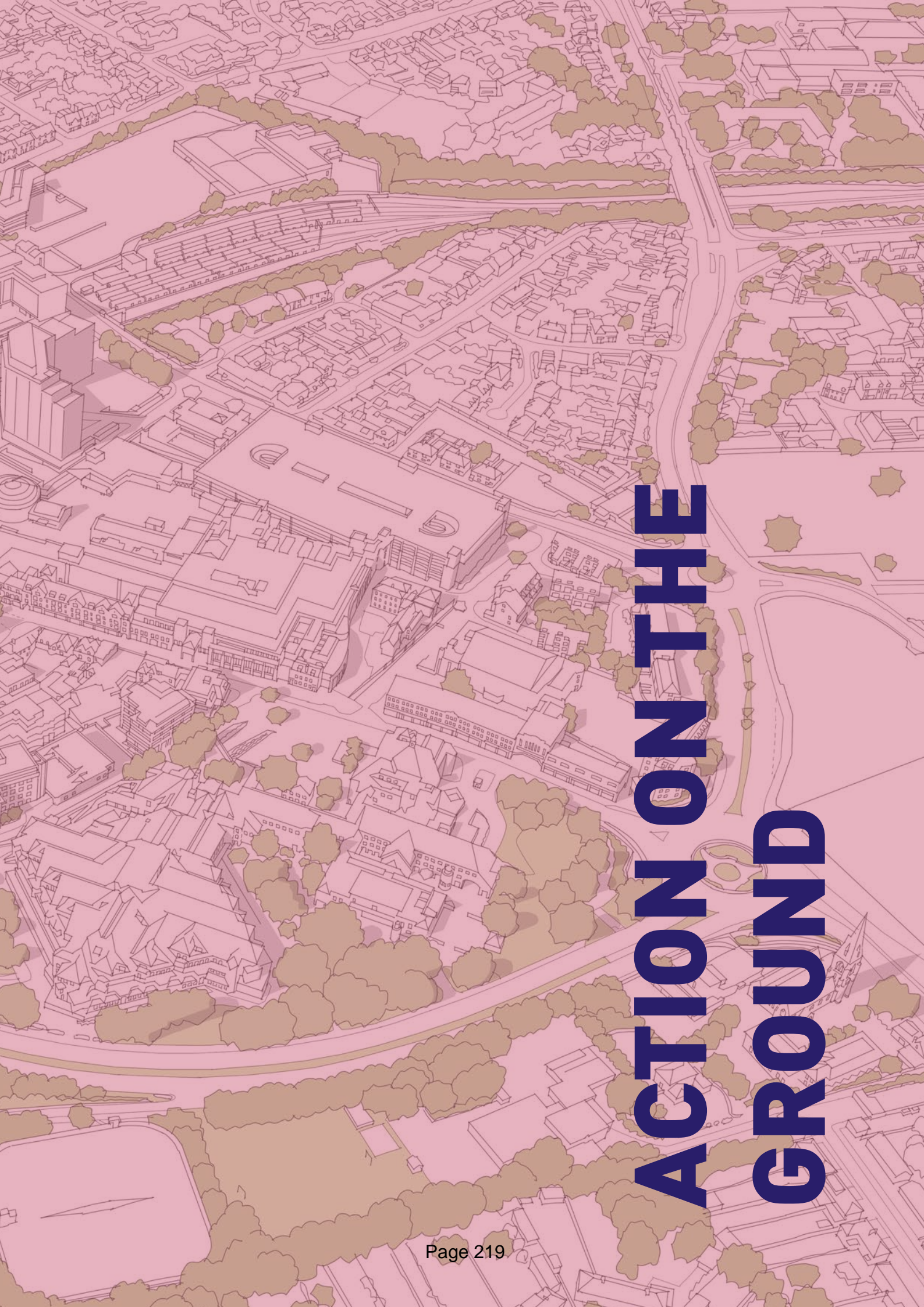


Fig 4.12: Opportunities for Uxbridge to adapt to the climate emergency







# ACTION ON THE GROUND

## 5.1 Delivery Strategy

This vision document establishes the need for, and focus of, change in Uxbridge Town Centre to ensure it remains a relevant, resilient and vibrant place that meets the needs of current and future residents.

In thinking about delivering the aspirations identified it is important to recognise that there is no set 'end point' to change and that it is the process itself that will deliver benefits for both residents and businesses.

It is also worth noting that change needs to be more than just about physical intervention – the scale, nature and use mix of the Town Centre means that activity needs to be coordinated across a broad range of domains (shown in the diagram below) if its potential is to be realised.



Delivery therefore needs to take place in a holistic, staged and iterative way with fundamental 'catalyst' interventions coming forward over the shorter-term followed by more transformational change over the medium and long-term.

Bringing forward change in this way is important for Uxbridge as most current uses are viable and confer a strong value to sites in terms of their existing use. This sets a strong threshold for future development to meet if it is to be considered viable, with the value of new development needing to be greater than the existing use value.

Short-term action is therefore crucial to enhancing viability through improving and diversifying the town centre offer – demonstrating or revealing demand for a new range of uses and activities that retain and attract more users.

This is therefore the primary focus of this delivery strategy, though some consideration is given to medium and longer-term change.

### Short Term Intervention

Over the short-term a range of physical and non-physical interventions need to come forward to build more market interest and confidence in Uxbridge.

Delivering a mix of targeted interventions will help to attract more people to use the Town Centre and create a stronger identity ultimately improving both the demand and viability position for medium- and longer-term development.

### Place Management

This process needs to start with stronger place management to improve the look, feel and function of the Town Centre and shift perceptions among residents, businesses, visitors and investors.

This will firstly involve LBH convening a refreshed Town Centre Forum made up of both officers and relevant local stakeholders.

Officers from Economic Development, Planning, Community Safety, Environmental Health, Licensing, Street Cleansing, Events, Communications and Regeneration will come together with important stakeholders (e.g. Love Uxbridge and the Metropolitan Police) to promote a 'One Uxbridge' approach to management and delivery with a focus on bringing forward the aspirations of this document.

Fundamentally this group will ensure that the overall quality, cleanliness and safety of the Town Centre are at the highest possible levels to ensure that people have positive perceptions of the area.

This coordinated approach will allow a wide range of existing budget expenditure and future funding streams to be coordinated and combined to help support delivery – achieving greater impact than a single budget on its own.



Moving beyond 'Business as Usual' this group will also focus on coordinating and supporting a broader range of activities and events to take place in the Town Centre to encourage more people to visit and dwell.

It will also positively support and promote new activities to be established in the town centre, creating a single/coordinated point of access for operators to address licensing, planning and other procedural matters in a positive and streamlined way.

The Forum will become the key entity in steering the activation, programming and management of the town centre. It should begin to build relationships with key businesses and landowners, shaping a shared approach to activities and build trust and confidence in the change process.

There are a wide range of activities that could be introduced to begin to shift the perceptions of the town centre, from seasonal activities to outdoor music - the Civic Centre, Piazza and area outside the tube station present the best spaces for this type of activity. An events calendar will be curated and managed between partners drawing on inspiration and learning from other town centres around the country.

This activity will take place under a new or improved 'place brand' that stakeholders will work together to create. This 'brand' will provide an umbrella under which events, promotion, campaigns and activities can sit under to reinforce the image and identity partners are looking to portray.

These represent the first 'fundamental' steps that LBH and its partners will take to delivering change in Uxbridge over the short-term, but there are a range of other 'catalyst' interventions that will be prioritised as set out below. These are interventions that members of the Town Centre Forum can implement to create the right platform for future growth and development.

## Meanwhile Activation

Uxbridge Town Centre needs to diversify its offer to better meet residents' day-to-day needs, respond to increasing consumer demand for experiences and address the oversupply of office space. A wide range of alternative uses are set out earlier in this document to achieve this and build resilience.

Demonstrating local demand for these alternative uses can, however, be difficult meaning that the viability of delivering permanent accommodation for such activities is challenging and can dissuade land and asset owners from bringing such uses forward.

The provision of meanwhile uses, either through re-use of existing buildings or delivery of lower cost temporary buildings, can allow markets to be tested and demand grown organically within the Town Centre. By demonstrating demand and market value, assumptions can be demonstrated assisting in future viability assessments for longer-term development.

The delivery of such initiatives is likely to require specialist support in set up and operation, engaging established operators who have the experience and knowledge to work with local business networks to identify occupiers to populate spaces.

The most powerful meanwhile intervention proposed in this report is to run a scheme focused on supporting the diversification of the High Street. This is to involve supporting independent entrepreneurs to trial new businesses concepts in vacant market stalls and shops on a temporary basis, and providing direct support to enable them to set up and sustain these entities.

Beyond this there are opportunities to test a range of other interventions on a meanwhile basis from community spaces to niche workspace typologies that do not yet have a presence in the Town Centre (e.g. creative studios).

## Tactical Public Realm

The Town Centre would also benefit from tactical upgrades to elements of its public realm to improve the actual or perceived 'quality' of the area. This is particularly the case around the bus interchange, Civic Centre and to the east of the Pavilions.

Addressing this is likely to require upfront investment from LBH and other partners, as well as investment in longer-term management to ensure a continued sense of 'quality'. Whilst the former may need grant funding, BID revenue could contribute to the ongoing maintenance.

While this type of investment is not insubstantial, it should be looked at as a long term investment given its potential to increase property values. This can help to make medium- and longer-term development more viable and may lead to higher rateable values and therefore business rates for LBH.

One of the most impactful opportunities identified in this document involves supporting the owners of The Chimes to reinvigorate and upgrade their Piazza to make it a more welcoming and higher-quality area catering to and attracting new leisure and evening economy uses.

If this is complemented by significant enhancements to the look, feel and function of the Civic Centre forecourt this could help transform the look and feel of the eastern end of the Town Centre making it into a much more investable proposition.

This document also proposes significant greening of the Town Centre through the use of planting and the introduction of micro-forests. This could significantly enhance the appeal of the Town Centre, while also helping it adapt to the impacts of Climate Change.

Beyond pure public realm enhancements this investment should be expanded to celebrate key assets such as heritage buildings, leisure destinations or potential 'events' spaces.

One of the biggest opportunities identified in this report is the removal of vehicles from parts of the High Street and historic Windsor Street to make them more welcoming and pleasant. While this is not necessarily a 'short term' intervention, trials and tests can be implemented over a short period to investigate the potential impacts of introducing a more permanent scheme.

## Enabling Movement

A small number of tactical enhancements to walking and cycling infrastructure would similarly be beneficial to encourage more people to visit and use the Town Centre regularly.

At the moment the dominance of Oxford Road creates a strong physical and psychological barrier to those living around the Town Centre, including students at Brunel University. It feels unsafe and unpleasant to access the Town Centre by foot or bicycle discouraging some people from visiting, or pushing them to visit less regularly via car.

Making it easier for people to visit the Town Centre will be beneficial from a vitality and viability perspective as increased visitation often translates to greater expenditure supporting business performance.

A key intervention identified in this document that will make a significant difference over a short time frame involves creating a number of easy and smooth walking and cycling routes across the highway encircling the Town Centre. This includes, but is not limited to, an improved pedestrian crossing linking up to the new St Andrews Park development either through improvements to the underpass or a new controlled surface crossing. Whatever the solution it is imperative that this is implemented quickly to embed 'good' habits.

Enhancing connections and wayfinding to 'hidden' green and blue assets outside the Town Centre will also be beneficial to encourage visitation and linked trips. If people see these spaces as part of the Town Centre 'offer' they are more likely to visit and dwell.

## Proactive Planning

Positive and proactive development management will also be prioritised over the short-term to ensure that emerging schemes align as strongly as possible with the aspirations of this vision.

Rather than being a 'closed shop', LBH and other members of the Town Centre Forum will engage positively with developers to try and maximise the value of any development activity to the Town Centre. Open dialogue will be promoted to try and achieve optimum outcomes.

There are a small number of specific development opportunities that will be prioritised for discussions in the short-term. Examples include liaising with the landowners, developers and/or agents of The Chimes, Pavilions, Quays, Hertz House and the former Xerox site – all of which are in the process of developing plans for their futures.

In these types of scenarios, LBH and other stakeholders will work together to:

- Capture and steer emerging proposals through early/pro-active 'pre-planning' engagement and more formal pre-application discussions.
- Set up a Design Review Panel to review and improve emerging scheme proposals.
- Shape proposals and secure high-quality detailed/specifications through the effective use of planning conditions and obligations, and adoption of a Design Code for the Town Centre.
- Use planning conditions to minimise disruption during construction.

### Medium to Long Term Intervention

Bringing together this diverse mix of short-term interventions will create a better platform from which to catalyse medium- to long-term change in Uxbridge.

Together they will improve the Town Centre which will generate interest and enhance viability, ultimately encouraging private sector development activity.

Catalysing this is important because many of the issues identified earlier in this document require transformational development schemes if they are to be addressed. For example:

- Development is required to increase residential accommodation within the Town Centre and introduce other new uses that are of a significant scale (for example health, community or education activity)
- Retrofit or re-development is needed to address the oversupply of traditional format office space.
- Re-development in certain areas will create space and capacity for new community and workspace uses.
- Development can generate financial contributions to help fund improvements to infrastructure (e.g. active travel).

Publishing this document, convening a Town Centre Forum and delivering short-term interventions represent important first steps in encouraging development as they set the tone for the area - they demonstrate an appetite from LBH and partners for change, which will increase interest from the private sector.

LBH and partners will not, however, sit still over the medium- to long-term and leave the Town Centre to market forces. To deliver optimal outcomes, and ensure development aligns with the aspirations of this document, they recognise that there is a need to be proactive in terms of both engagement and delivery.

At the simplest level they will continue to engage proactively in terms of planning as identified under the short-term actions. Over the medium term, however, the planning framework will be further strengthened and become more directive.

Ideally this vision will be developed in more detail before being adopted as part of the evidence for the renewed Local Plan. More detail should be provided on specific sites/areas before being adopted in policy and explained through a Supplementary Planning Document. This would set clear expectations about what is considered acceptable to guide development.

LBH and partners will also help to address market failures that are blocking development and/or the delivery of optimal outcomes. They recognise the importance of playing an 'enabling' role to leverage as much value as possible from the private sector.

At the simplest level LBH and partners will engage closely with developers to understand what their barriers are to delivery. Where appropriate they will work with them to address these – particularly where they relate to the public realm and/or infrastructure.

Rather than assume the private sector should fund solutions in all instances, public sector partners will work collaboratively to explore options and potential solutions that help to bring development forward where there are clear market failures.

This does not necessarily mean LBH will put forward their own resources, but they will actively support developers to access other public funds or broker relationships with public bodies such as TfL and the GLA where it is in the wider interest of the Town Centre.

Several pieces of enabling infrastructure have been identified in this report that need to be addressed over the medium- to-long term. For example, changes to roundabouts, crossings, and bus routes are required to deliver a better functioning Town Centre and to free up land and space for development.

LBH and partners will also work closely with landowners to encourage them to bring forward joint schemes that deliver greater value for the Town Centre than individual developments. Opportunities for marriage value will be sought, particularly where they deliver valuable and integrated solutions.

This is most likely to be achieved around the bus interchange and tube station which, while primarily owned by TfL, has a diverse mix of ownerships. Bringing forward this 'quarter' in a coordinated manner could unlock significant value for the functioning of the Town Centre and its user base.

Where there are particularly complex ownership dynamics, LBH will consider land assembly processes where it enables better outcomes. This is best undertaken when sites in third party ownership are not coming forward for development due to their complexity.

To do this LBH will consider using Compulsory Purchase Order (CPO) powers where necessary in order to achieve comprehensive schemes. A more detailed masterplan and feasibility exercise for these sites would have to be undertaken to achieve this.

Where appropriate LBH will also investigate whether there are options to use their own land and assets to increase positive outcomes from emerging schemes. Different delivery mechanisms will be considered in these circumstances from joint ventures to development agreements.

They will also explore the feasibility of directly delivering schemes on their own sites and assets. This includes, most notably, Fountain Mill which has been earmarked for residential accommodation. LBH could bring this forward themselves, or enter into an agreement with a third party to convert and extend this building/or re-develop the site.

## Funding Sources

A wide range of public and private funding sources will be needed to deliver the interventions set out in this vision.

Where possible funding will be secured from private sector developers, both via direct delivery on development sites and through S106 agreements and CIL monies.

However, in some circumstances public sector funding will be needed particularly to forward-fund the short-term interventions and/or to optimise outcomes over the medium-to-long term. Some example sources of funding that could be considered are set out below:

- The UK Shared Prosperity Fund (prioritising investment in community and place).
- Brownfield Land Release Fund (targeting Council-owned small sites where viability issues have prevented their development).
- Homes England Brownfield Infrastructure Land Fund (designed to support provision of infrastructure to unlock housing-led development on brownfield land).
- Community Ownership Fund (supports community groups to take ownership of assets and amenities at risk of being lost).
- Affordable Homes Programme (grant funding to support the capital costs of developing affordable housing for rent or sale).

LBH will also consider its own borrowing potential and risk profile to understand the role it could take in direct delivery.

It will be important for LBH to continuously review the funding sources available to support the delivery of objectives as the options available will change over time. Some competitor councils have appointed dedicated officers to track, monitor and oversee funding opportunities which may be an option for LBH.

This vision can also be used to engage with and lobby Government departments to secure funding over the medium- and longer-term. Important Government departments to place focus on as delivery of the vision evolves include, but are not limited to:

- Department for Levelling Up Housing and Communities – Focus on development sites, public realm, movement, non-physical interventions and high street diversification interventions.
- Department for Transport – Focus on movement.
- Department for Business Energy Industrial and Strategy – Focus on movement.
- Department for Education – Focus on education.
- Homes England – Focus on development sites, public realm, movement, non-physical interventions and high street diversification interventions, plus affordable homes delivery.
- Historic England – Focus on development sites and protection of town centre heritage.
- Natural England – Focus on public space.
- National Lottery – Focus on non-physical interventions and high street diversification interventions.

It would be prudent for LBH to develop an engagement and awareness raising programme with these departments to ensure the borough is in the best place possible to secure future funding.

Allies and Morrison Urban Practitioners is not responsible for nor shall be liable for the consequences of any use made of this Report other than that for which it was prepared by Allies and Morrison Urban Practitioners for the Client unless Allies and Morrison Urban Practitioners provides prior written authorisation for such other use and confirms in writing that the Report is suitable for it. It is acknowledged by the parties that this Report has been produced solely in accordance with the Client's brief and instructions and without any knowledge of or reference to any other parties' potential interests in or proposals for the Project.

Allies and Morrison Urban Practitioners accepts no responsibility for comments made by members of the community which have been reflected in this report.





# UXBRIDGE

## Town Centre Vision summary document

A long-term plan to unlock more opportunities for local residents and businesses, and ensure Uxbridge continues to thrive.



# Introduction

Uxbridge is a vibrant, bustling town centre with a rich heritage. It's home to our civic hub, award-winning green spaces, a variety of businesses, retail and leisure activities, and homes for residents.

During the past 20 years, major town centres across the country have faced many challenges which have threatened their long-term viability.

Uxbridge is no different. That's why this vision aims to address various current issues the area faces.

Alongside our new Local Plan, it will guide future development, the use of space and attract investment into the town centre.

We want to make Uxbridge an even better place to live, work and do business.

The vision also aims to increase footfall and ensure the area remains a viable and thriving retail centre long into the future.

In 2023, the council commissioned a team led by Allies and Morrison Urban Practitioners and Brunel University to engage with more than 1,000 community voices and other stakeholders to identify some themes to ensure the ongoing prosperity of Uxbridge town centre.

The four key themes identified were:

- **Public realm improvement:** Creation of new spaces that will encourage the community to visit the town centre more and support its businesses. These include a new series of permanent and temporary public spaces.
- **New activities:** A programme of interventions, such as pop-up shops, maker spaces, and exhibitions that bring new organisations into the town centre.
- **Better links:** The improvement of connections with surrounding areas,



notably St Andrews Park, Fasnidge Park and Brunel University London to bring more footfall into the centre, especially in the evenings.

- **More town centre living:** Options for increasing opportunities to live within the town centre.

Using the themes identified and responses from community voices, we have co-designed a draft Uxbridge Town Centre Vision. This is now your opportunity to tell us what you think of it.

I urge residents, businesses and partners to have their say. Your feedback will inform our approach to delivery and applications for funding.

A handwritten signature in black ink, appearing to read 'Eddie Lavery', written over a thin horizontal line.

**Cllr Eddie Lavery**  
Cabinet Member for  
Residents' Services





# What's happened so far and next steps

Research and engagement activity conducted by Brunel University London

- 1,097 people spoken to via interviews, focus groups, walkalongs, drop ins and an exhibition event.
- Meetings with key stakeholders, landowners and local groups.
- Initial findings from social media, council officer input and local evidence.



Draft vision to be considered by the council's Cabinet (October 2024)



Further engagement (Until February 2025)



Adoption by Cabinet (May 2025)



Funding and delivery approach agreed (Autumn 2025)



Start delivery of larger interventions (2026)



The council will seek to deliver quick wins and smaller interventions during this period to ensure that we respond to local need and address immediate issues. All dates shown are indicative and subject to change and Cabinet approval.

# Issues identified in Uxbridge town centre





### Issue 1: Building economic resilience

The town centre is vulnerable due to high retail and commercial vacancy rates. Central Uxbridge is inflexible and difficult to navigate.

### Issue 2: Serving local communities

Uxbridge town centre's offer is not matching the needs of local communities; with an under-representation of produce, health, beauty and professional services, culture and leisure uses. Uxbridge is dominated by chain retail and not appealing to groups such as students and those who do not drink alcohol.

### Issue 3: Enhancing the environment

Transport infrastructure dominates the town centre and the quality of the public realm requires improvement. Residents and visitors feel that public safety and the ability to walk and cycle freely within and into the town centre are key issues that should be addressed.



# Proposed interventions

We will use a range of short and long-term projects and interventions to address the issues outlined in this document. We will work with partners to find creative solutions and apply for funding to help us deliver the larger projects.



## Addressing Issue 1: Building economic resilience

**What we need to do:** Adapt the town centre to meet changing economic needs.

**How we are going to do it:** Repurpose the economy to support the office market at the heart of the town centre.

**What we need to do:** Diversify the town centre offer and create reasons for people to visit and spend time in Uxbridge with a focus on fun, leisure, culture and creativity.

**How we are going to do it:** Create a focus for leisure and culture, particularly to address gaps in the current offer, such as night-time activities, and experience-based commercial offers.

## Addressing Issue 2: Serving local communities

**What we need to do:** Better serve residents' daily needs and bring communities together within the town centre, increasing visits and time spent there.

**How we are going to do it:** Establish the Civic Centre as a community hub – consider different ways that the building and its forecourt can be better used to encourage community uses and activity in this area of the high street.

**How we are going to do it:** Introduce new residential development opportunities into the town centre to provide the opportunity to support Uxbridge at all hours of the day and bring new residents to the community.

**How we are going to do it:** Future-proof public transport accessibility by remodelling the bus interchange to create a new public square and a set of easily accessible bus stops.





### Addressing Issue 3: Enhancing the environment

**What we need to do:** Restore effortless connections - reconnect the town centre with the surrounding green spaces and make travel more accessible.

**How we are going to do it:** Strengthen the transport connections into the town centre from the immediate local area, including improved bus and cycling routes.

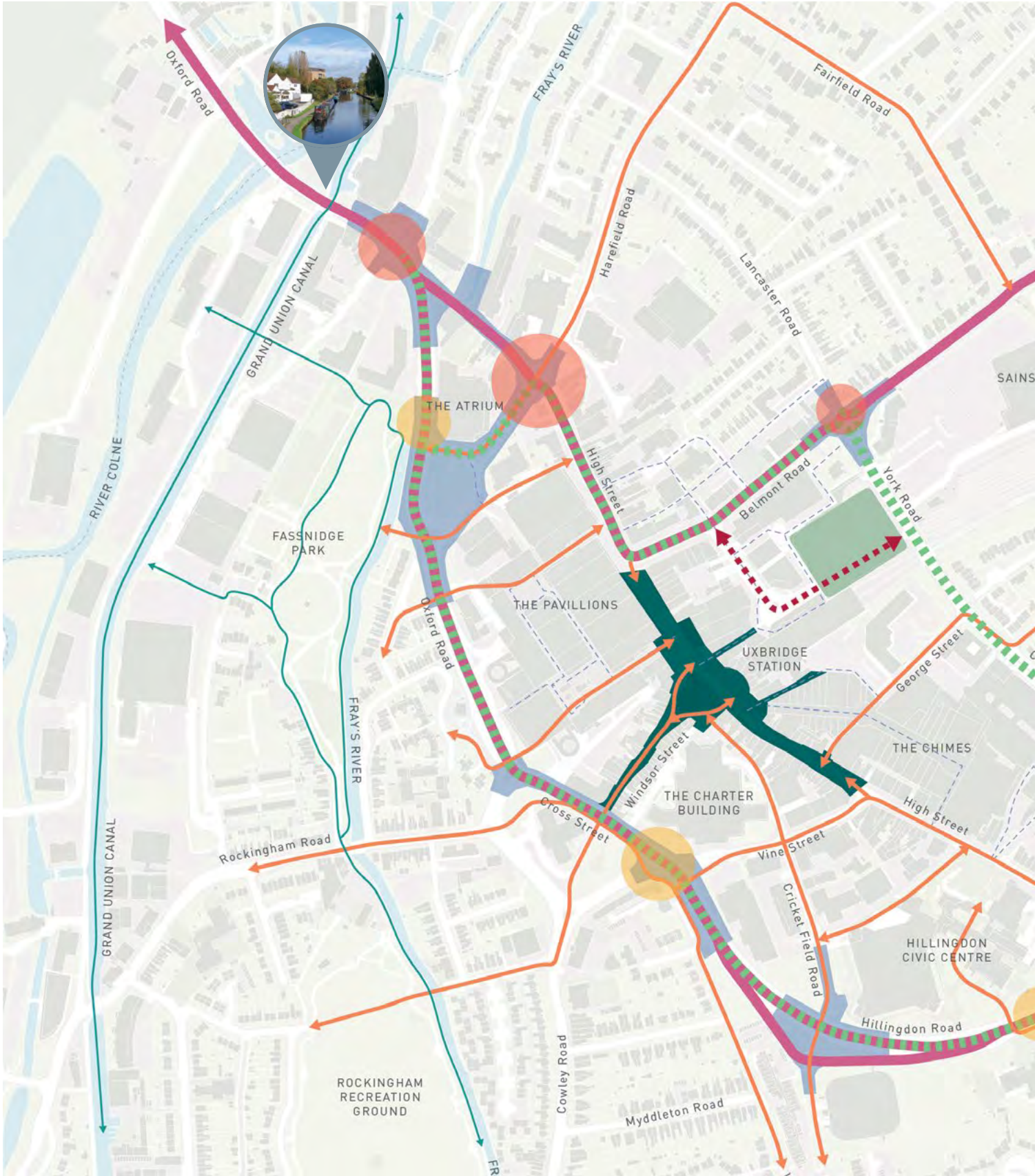
**How we are going to do it:** Enable Uxbridge residents to easily visit the town centre by foot by reallocating and relocating highway infrastructure. This will be done with the aim of maintaining the routes' important strategic highway function.

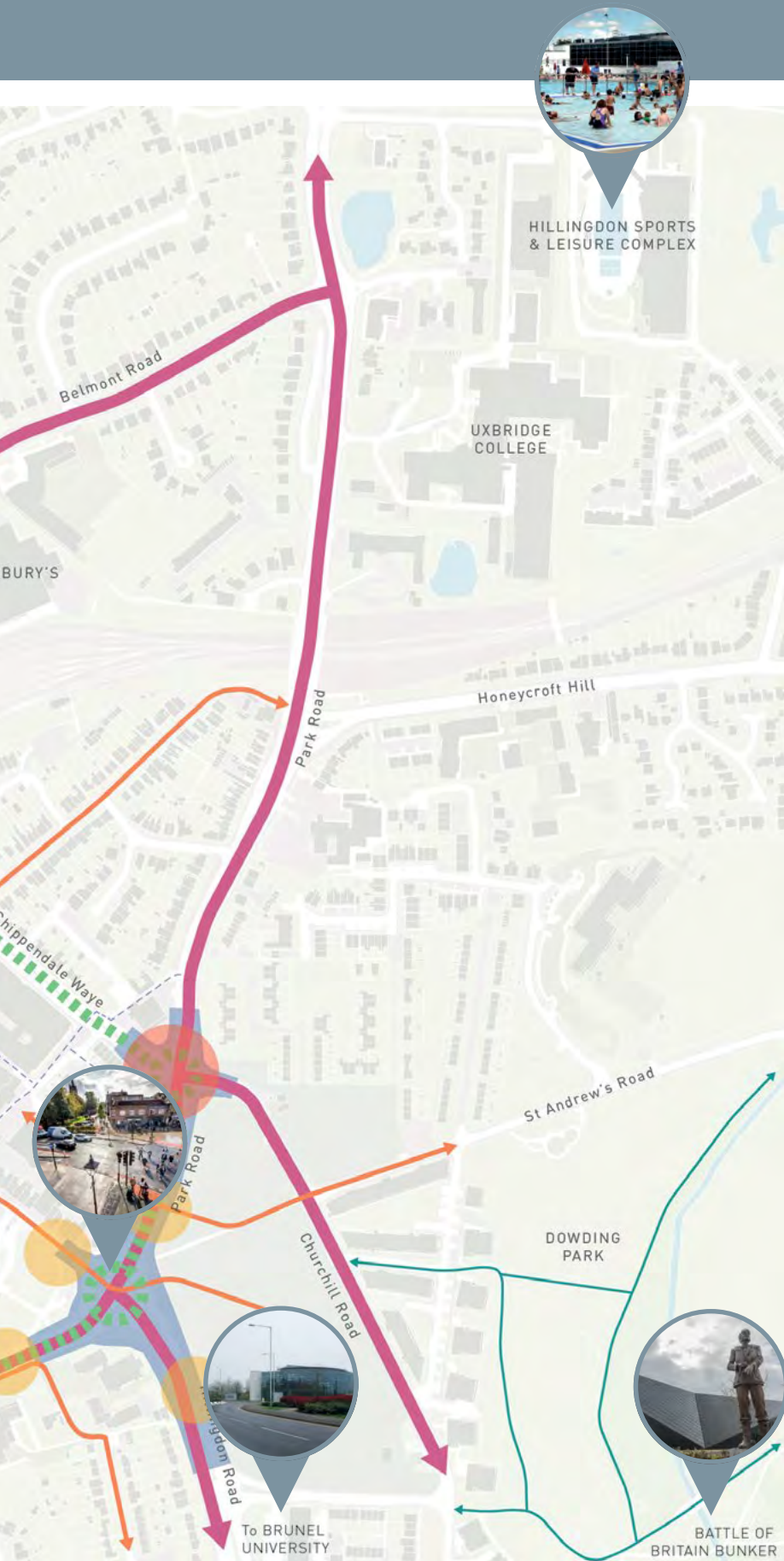
**What we need to do:** Enhance our public spaces, providing more opportunities to gather and relax, aside from shopping or leisure activities.

**How we are going to do it:** Enhance the heart of the high street by reprioritising pedestrian movement along Windsor Street and the station square.












**How we are going to do it:** Return a green character to the town centre and celebrate its wider green links by restoring the connections along the canal, to local parks and complexes, and other centres.

# What the future of Uxbridge could look like





### Key

-  Reconfigure junctions to prioritise active travel
-  Create a new bus link between York Road and Belmont Road via Bakers Road
-  Re-position bus stops on-street via an orbital bus link
-  Relocate bus garage
-  Introduce high quality pedestrianised areas in the town centre
-  Introduce high quality pedestrian routes into the town centre from surrounding neighbourhoods
-  Introduce high quality cycle links and junctions
-  Create interesting routes/ loops for pedestrians in mews and alleyways
-  Strengthen the park and canal link for pedestrians and cyclists
-  Improve crossing
-  Junctions to prioritise pedestrians, cyclists and buses

# Contact

For more information, contact the Strategic Planning and Regeneration Service:

@ localplan@hillington.gov.uk

or visit:

www.hillingdon.gov.uk/uxbridge-vision









## RESIDENTS' SERVICES SELECT COMMITTEE - CABINET FORWARD PLAN

<b>Committee name</b>	Residents' Services Select Committee
<b>Officer reporting</b>	Liz Penny, Democratic Services Officer
<b>Papers with report</b>	Appendix A – Latest Forward Plan
<b>Ward</b>	As shown on the Forward Plan

### HEADLINES

To monitor the Cabinet's latest Forward Plan which sets out key decisions and other decisions to be taken by the Cabinet collectively and Cabinet Members individually over the coming year. The report sets out the actions available to the Committee.

### RECOMMENDATION

**That the Residents' Services Select Committee notes the Cabinet Forward Plan.**

### SUPPORTING INFORMATION

The Cabinet Forward Plan is published monthly, usually around the first or second week of each month. It is a rolling document giving the required public notice of future key decisions to be taken. Should a later edition of the Forward Plan be published after this agenda has been circulated, Democratic Services will update the Committee on any new items or changes at the meeting.

As part of its Terms of Reference, each Select Committee should consider the Forward Plan and, if it deems necessary, comment as appropriate to the decision-maker on the items listed which relate to services within its remit. For reference, the Forward Plan helpfully details which Select Committee's remit covers the relevant future decision item listed.

The Select Committee's monitoring role of the Forward Plan can be undertaken in a variety of ways, including both pre-decision and post-decision scrutiny of the items listed. The provision of advance information on future items listed (potentially also draft reports) to the Committee in advance will often depend upon a variety of factors including timing or feasibility, and ultimately any such request would rest with the relevant Cabinet Member to decide. However, the 2019 Protocol on Overview & Scrutiny and Cabinet Relations (part of the Hillingdon Constitution) does provide guidance to Cabinet Members to:

- Actively support the provision of relevant Council information and other requests from the Committee as part of their work programme;
- Where feasible, provide opportunities for committees to provide their input on forthcoming executive reports as set out in the Forward Plan to enable wider pre-decision scrutiny (in addition to those statutorily required to come before committees, *i.e. policy framework documents – see para. below*).

As mentioned above, there is both a constitutional and statutory requirement for Select Committees to provide comments on the Cabinet's draft budget and policy framework proposals after publication. These are automatically scheduled in advance to multi-year work programmes.

Therefore, in general, the Committee may consider the following actions on specific items listed on the Forward Plan:

	<b>Committee action</b>	<b>When</b>	<b>How</b>
1	<b>To provide specific comments to be included in a future Cabinet or Cabinet Member report on matters within its remit.</b>	<p>As part of its pre-decision scrutiny role, this would be where the Committee wishes to provide its influence and views on a particular matter within the formal report to the Cabinet or Cabinet Member before the decision is made.</p> <p>This would usually be where the Committee has previously considered a draft report or the topic in detail, or where it considers it has sufficient information already to provide relevant comments to the decision-maker.</p>	<p>These would go within the standard section in every Cabinet or Cabinet Member report called "Select Committee comments".</p> <p>The Cabinet or Cabinet Member would then consider these as part of any decision they make.</p>
2	<b>To request further information on future reports listed under its remit.</b>	<p>As part of its pre-decision scrutiny role, this would be where the Committee wishes to discover more about a matter within its remit that is listed on the Forward Plan.</p> <p>Whilst such advance information can be requested from officers, the Committee should note that information may or may not be available in advance due to various factors, including timescales or the status of the drafting of the report itself and the formulation of final recommendation(s). Ultimately, the provision of any information in advance would be a matter for the Cabinet Member to decide.</p>	<p>This would be considered at a subsequent Select Committee meeting. Alternatively, information could be circulated outside the meeting if reporting timescales require this.</p> <p>Upon the provision of any information, the Select Committee may then decide to provide specific comments (as per 1 above).</p>
3	<b>To request the Cabinet Member considers providing a draft of the report, if feasible, for the Select Committee to consider prior to it being considered formally for decision.</b>	<p>As part of its pre-decision scrutiny role, this would be where the Committee wishes to provide an early steer or help shape a future report to Cabinet, e.g., on a policy matter.</p> <p>Whilst not the default position, Select Committees do occasionally receive draft versions of Cabinet reports prior to their formal consideration. The provision of such draft reports in advance may depend upon different factors, e.g., the timings required for that decision. Ultimately any request to see a draft report early would need the approval of the relevant Cabinet Member.</p>	<p>Democratic Services would contact the relevant Cabinet Member and Officer upon any such request.</p> <p>If agreed, the draft report would be considered at a subsequent Select Committee meeting to provide views and feedback to officers before they finalise it for the Cabinet or Cabinet Member. An opportunity to provide specific comments (as per 1 above) is also possible.</p>
4	<b>To identify a forthcoming report that may merit a post-decision review at a later Select Committee meeting</b>	<p>As part of its post-decision scrutiny and broader reviewing role, this would be where the Select Committee may wish to monitor the implementation of a certain Cabinet or Cabinet Member decision listed/taken at a later stage, i.e., to review its effectiveness after a period of 6 months.</p> <p>The Committee should note that this is different to the use of the post-decision scrutiny 'call-in' power which seeks to ask the Cabinet or Cabinet Member to formally re-consider a decision up to 5 working days after the decision notice has been issued. This is undertaken via the new Scrutiny Call-in App members of the relevant Select Committee.</p>	<p>The Committee would add the matter to its multi-year work programme after a suitable time has elapsed upon the decision expected to be made by the Cabinet or Cabinet Member.</p> <p>Relevant service areas may be best to advise on the most appropriate time to review the matter once the decision is made.</p>

## BACKGROUND PAPERS

- [Protocol on Overview & Scrutiny and Cabinet relations adopted by Council 12 September 2019](#)
- [Scrutiny Call-in App](#)

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# Scheduled Upcoming Decisions

## Further details

Ref

Ward(s)

				Final decision by Full Council	Cabinet Member(s) Responsible	Relevant Select Committee	Report Author	Corporate Director Responsible	Consultation related to the decision	NEW ITEM	Public or Private (with reason)
SI = Standard Item each month/regularly											
<b>Cabinet meeting - Thursday 12 December 2024 (report deadline 20 November)</b>											
189	<b>Cowley House, Uxbridge</b>	Following consultation with residents, Cabinet will consider the decant and disposal of Cowley House, 181 Cowley High Road Uxbridge UB8 2AJ. Cowley House is a small general needs housing block and a listed building. Cabinet will be advised that it is not viable to bring the property up to the new Landlord Compliance standards, hence the recommendation to dispose of the property.	Uxbridge		Cllr Jonathan Bianco - Corporate Services & Property	Residents' Services	Julie Markwell	Karrie Whelan			Private (3)
254	<b>The supply of grounds maintenance machinery</b>	Cabinet will be asked to consider a report for the supply of grounds maintenance machinery for the Councils' green spaces team to maintain borough the parks, open spaces and gardens	All		Cllr Eddie Lavery - Community & Environment	Residents' Services	Robert Cox / Allison Mayo	Karrie Whelan			Private (3)
224b	<b>Statement of Gambling Policy (POLICY FRAMEWORK)</b>	Subject to Cabinet's consideration of this in September, and following consultation, Cabinet will consider recommending a reviewed Statement of Gambling Policy to full Council for adoption.	N/A	<b>Proposed Full Council adoption - 16 January 2025</b>	Cllr Eddie Lavery - Community & Environment	Residents' Services	Daniel Ferrer / Stephanie Waterford	Dan Kennedy	Licensing Committee & Select Committee along with statutory consultation		Public
SI	<b>Infrastructure Funding Statement</b>	Cabinet will receive an annual report setting out the Council's Infrastructure Funding Statement, a document it is required to publish which also monitors spending on section 106 (developer contribution) monies along with the Community Infrastructure levy over the past year.	All		Cllr Steve Tuckwell - Planning, Housing & Growth	Residents' Services	Andrew Tebbutt	Karrie Whelan	Residents' Services Select Committee		Public
SI	<b>The Council's Budget Medium Term Financial Forecast 2025/26 - 2029/30 (BUDGET FRAMEWORK)</b>	This report will set out the Medium Term Financial Forecast (MTFF), which includes the draft General Fund reserve budget and capital programme for 2025/26 for consultation, along with indicative projections for the following four years. This will also include the HRA rents for consideration and Council Tax Reduction Scheme proposals following consultation.	All	<b>Proposed Full Council adoption - 20 February 2025</b>	Cllr Martin Goddard - Finance & Transformation	All	Andy Goodwin	Richard Ennis	Public consultation through the Select Committee process and statutory consultation with businesses & ratepayers		Public
SI	<b>Public Preview of matters to be considered in private</b>	A report to Cabinet to provide maximum transparency to residents on the private and confidential matters to be considered later in Part 2 of the Cabinet meeting and agenda.	TBC		All Cabinet Members	All	Democratic Services	N/A			Public
SI	<b>Reports from Select Committees</b>	Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee.	All		All	TBC	Democratic Services	TBC	TBC		Public

## Cabinet Member Decisions expected - December 2024

Scheduled Upcoming Decisions		Further details	Ward(s)	Final decision by Full Council	Cabinet Member(s) Responsible	Relevant Select Committee	Report Author	Corporate Director Responsible	Consultation related to the decision	NEW ITEM	Public or Private (with reason)
SI	Standard Items taken each month by the Cabinet Member	Cabinet Members make a number of non-key decisions each month on standard items - details of these are listed at the end of the Forward Plan.	Various		All	TBC	Democratic Services	TBC	Various		Public
SI = Standard Item each month/regularly											
<b>Cabinet meeting - Thursday 9 January 2025 (report deadline 4 December 2024)</b>											
260a	Early review of current Public Spaces Protection Order 2023	Public Spaces Protection Orders (PSPO) are reviewed every 3 years, the last being in 2023. This report to Cabinet proposes the early review of the current PSPO in effect and to also capture emerging proposals for new conditions or restrictions. Cabinet will be requested to agree a revised PSPO for public consultation and to receive a further report back on the outcome before decisions are made.	All		Cllr Eddie Lavery - Community & Environment	Residents' Services	Joanne Howells / Stephanie Waterford	Dan Kennedy		NEW ITEM	Public
223b	Taxi control measures around Heathrow Airport	Cabinet will consider the outcome of the consultation, agreed by Cabinet in September, on proposals to control private hire vehicles (taxis) in residential streets around Heathrow Airport and then consider the necessary decisions required.	Heathrow Villages		Cllr Eddie Lavery - Community & Environment	Residents' Services	Richard Webb / Stephanie Waterford	Dan Kennedy	Statutory consultation		Public
238	The provision of a specialist grounds maintenance, horticultural and landscaping contract	Cabinet will be asked to consider the award of a grounds maintenance, horticultural and landscaping contract for a period of three years with optional extension of a further two years. This contract will support works required by the Green Spaces Team in its parks, gardens and open public spaces and can also be utilised by other Council departments.	All		Cllr Eddie Lavery - Community & Environment	Residents' Services	Robert Cox / Allison Mayo	Karrie Whelan			Private (3)
SI	Public Preview of matters to be considered in private	A report to Cabinet to provide maximum transparency to residents on the private and confidential matters to be considered later in Part 2 of the Cabinet meeting and agenda.	TBC		All Cabinet Members	All	Democratic Services	N/A			Public
SI	Reports from Select Committees	Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee.	All		All	TBC	Democratic Services	TBC	TBC		Public
<b>Cabinet Member Decisions expected - January 2025</b>											
SI	Standard Items taken each month by the Cabinet Member	Cabinet Members make a number of non-key decisions each month on standard items - details of these are listed at the end of the Forward Plan.	Various		All	TBC	Democratic Services	TBC	Various		Public
<b>Cabinet meeting - Thursday 13 February 2025 (report deadline 22 January 2025)</b>											



Scheduled Upcoming Decisions		Further details	Ward(s)	Final decision by Full Council	Cabinet Member(s) Responsible	Relevant Select Committee	Report Author	Corporate Director Responsible	Consultation related to the decision	NEW ITEM	Public or Private (with reason)
SI = Standard Item each month/regularly											
SI	<b>The Council's Budget Medium Term Financial Forecast 2025/26 - 2029/30 (BUDGET FRAMEWORK)</b>	Following consultation, this report will set out the Medium Term Financial Forecast (MTFF), which includes the draft General Fund reserve budget and capital programme for 2025/26 for consultation, along with indicative projections for the following four years. This will also include the HRA rents for consideration.	All	<b>Proposed Full Council adoption - 20 February 2025</b>	<b>Cllr Ian Edwards - Leader of the Council / Cllr Martin Goddard - Finance &amp; Transformation</b>	All	<b>Andy Goodwin</b>	<b>Richard Ennis</b>	Public consultation through the Select Committee process and statutory consultation with businesses & ratepayers		Public
SI	<b>Public Preview of matters to be considered in private</b>	A report to Cabinet to provide maximum transparency to residents on the private and confidential matters to be considered later in Part 2 of the Cabinet meeting and agenda.	TBC		<b>All Cabinet Members</b>	All	<b>Democratic Services</b>	N/A			Public
SI	<b>Reports from Select Committees</b>	Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee.	All		<b>All</b>	TBC	<b>Democratic Services</b>	TBC	TBC		Public
<b>Cabinet Member Decisions expected - February 2025</b>											
SI	<b>Standard Items taken each month by the Cabinet Member</b>	Cabinet Members make a number of non-key decisions each month on standard items - details of these are listed at the end of the Forward Plan.	Various		<b>All</b>	TBC	<b>Democratic Services</b>	TBC	Various		Public
<b>Cabinet meeting - Thursday 13 March 2025 (report deadline 19 February)</b>											
SI	<b>Strategic Climate Action Plan</b>	Hillingdon Council passed a Climate Change Declaration at its full Council meeting on 16 January 2020 which set out the ambition to become carbon neutral across the Council's services by 2030. Following a review and comprehensive public consultation on the updated Action Plan, Cabinet will consider the response and agree a Plan for 2025-2028.	All		<b>Cllr Eddie Lavery - Community &amp; Environment</b>	<b>Residents' Services</b>	<b>Ian Thynne</b>	<b>Karrie Whelan</b>	Public Consultation / Residents' Services Select Committee		Public
SI	<b>Public Preview of matters to be considered in private</b>	A report to Cabinet to provide maximum transparency to residents on the private and confidential matters to be considered later in Part 2 of the Cabinet meeting and agenda.	TBC		<b>All Cabinet Members</b>	All	<b>Democratic Services</b>	N/A			Public
SI	<b>Reports from Select Committees</b>	Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee.	All		<b>All</b>	TBC	<b>Democratic Services</b>	TBC	TBC		Public
<b>Cabinet Member Decisions expected - March 2025</b>											
SI	<b>Standard Items taken each month by the Cabinet Member</b>	Cabinet Members make a number of non-key decisions each month on standard items - details of these are listed at the end of the Forward Plan.	Various		<b>All</b>	TBC	<b>Democratic Services</b>		Various		Public
<b>Cabinet meeting - Thursday 10 April 2025 (report deadline 19 March)</b>											

Scheduled Upcoming Decisions			Further details			Final decision by Full Council	Cabinet Member(s) Responsible	Relevant Select Committee	Report Author	Corporate Director Responsible	Consultation related to the decision	NEW ITEM	Public or Private (with reason)
Ref		Ward(s)											
260b	<b>Early review of current Public Spaces Protection Order 2023</b>	Public Spaces Protection Orders (PSPO) are reviewed every 3 years, the last being in 2023. Subject to Cabinet agreeing to consult on a revised PSPO in January, this report will consider the outcome of that, before a final decision on PSPOs is approved.	All		Cllr Eddie Lavery - Community & Environment	Residents' Services	Joanne Howells / Stephanie Waterford	Dan Kennedy				NEW ITEM	Public
SI	<b>Public Preview of matters to be considered in private</b>	A report to Cabinet to provide maximum transparency to residents on the private and confidential matters to be considered later in Part 2 of the Cabinet meeting and agenda.	TBC		All Cabinet Members	All	Democratic Services	N/A					Public
SI	<b>Reports from Select Committees</b>	Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee.	All		All	TBC	Democratic Services	TBC	TBC				Public
<b>Cabinet Member Decisions expected - April 2025</b>													
SI	<b>Standard Items taken each month by the Cabinet Member</b>	Cabinet Members make a number of decisions each month on standard items - details of these standard items are listed at the end of the Forward Plan.	Various		All	TBC	Democratic Services	TBC	Various				Public
<b>Cabinet meeting - Thursday 22 May 2025 (report deadline 30 April)</b>													
SI	<b>Reports from Select Committees</b>	Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee.	Various		All	TBC	Democratic Services	N/A	Various				Public
SI	<b>Public Preview of matters to be considered in private</b>	A report to Cabinet to provide maximum transparency to residents on the private and confidential matters to be considered later in Part 2 of the Cabinet meeting and agenda.	TBC		All Cabinet Members	All	Democratic Services	TBC					Public
<b>Cabinet Member Decisions expected - May 2025</b>													
SI	<b>Standard Items taken each month by the Cabinet Member</b>	Cabinet Members make a number of decisions each month on standard items - details of these standard items are listed at the end of the Forward Plan.	Various		All	TBC	Democratic Services	TBC	Various				Public
<b>Cabinet meeting - June 2025 (date TBC)</b>													
SI	<b>Reports from Select Committees</b>	Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee.	All		All	TBC	Democratic Services	N/A	TBC				Public
SI	<b>Public Preview of matters to be considered in private</b>	A report to Cabinet to provide maximum transparency to residents on the private matters to be considered later in Part 2 of the Cabinet meeting and agenda.	TBC		All Cabinet Members	All	Democratic Services	TBC					Public
<b>Cabinet Member Decisions expected - June 2025</b>													

Ref	Scheduled Upcoming Decisions	Further details	Ward(s)	Final decision by Full Council	Cabinet Member(s) Responsible	Relevant Select Committee	Report Author	Corporate Director Responsible	Consultation related to the decision	NEW ITEM	Public or Private (with reason)
SI	<b>Standard Items taken each month by the Cabinet Member</b>	Cabinet Members make a number of non-key decisions each month on standard items - details of these are listed at the end of the Forward Plan.	Various		All		C - Democratic Services	TBC	Various		Public
SI = Standard Item each month/regularly											
<b>Cabinet meeting - July 2025 (date TBC)</b>											
SI	<b>Reports from Select Committees</b>	Reports, findings and recommendations for consideration by the Cabinet, when referred from the appropriate Committee.	All		All	TBC	Democratic Services	N/A	TBC		Public
SI	<b>Public Preview of matters to be considered in private</b>	A report to Cabinet to provide maximum transparency to residents on the private matters to be considered later in Part 2 of the Cabinet meeting and agenda.	TBC		All Cabinet Members	All	Democratic Services	TBC			Public
<b>Cabinet Member Decisions expected - July 2025</b>											
SI	<b>Standard Items taken each month by the Cabinet Member</b>	Cabinet Members make a number of non-key decisions each month on standard items - details of these are listed at the end of the Forward Plan.	Various		All		Democratic Services	TBC	Various		Public
<b>AUGUST 2025 - NO CABINET MEETING</b>											
SI	<b>Standard Items taken each month by the Cabinet Member</b>	Cabinet Members make a number of non-key decisions each month on standard items - details of these are listed at the end of the Forward Plan.	Various		All	TBC	Democratic Services	TBC	Various		Public
<b>CABINET MEMBER DECISIONS: Standard Items (SI) that may be considered each month</b>											
SI	<b>Urgent Cabinet-level decisions &amp; interim decision-making (including emergency decisions)</b>	The Leader of the Council has the necessary authority to make decisions that would otherwise be reserved to the Cabinet, in the absence of a Cabinet meeting or in urgent circumstances. Any such decisions will be published in the usual way and reported to a subsequent Cabinet meeting for ratification. The Leader may also take emergency decisions without notice, in particular in relation to the COVID-19 pandemic, which will be ratified at a later Cabinet meeting.	Various		Cllr Ian Edwards - Leader of the Council	TBC	TBC		TBC		Public / Private
SI	<b>Release of Capital Funds</b>	The release of all capital monies requires formal Member approval, unless otherwise determined either by the Cabinet or the Leader. Batches of monthly reports (as well as occasional individual reports) to determine the release of capital for any schemes already agreed in the capital budget and previously approved by Cabinet or Cabinet Members	TBC		Cllr Martin Goddard - Finance & Transformation (in conjunction with relevant Cabinet Member)	All - TBC by decision made	various		Corporate Finance		Public but some Private (1,2,3)

## Scheduled Upcoming Decisions

### Further details

Ref Ward(s)

Ref	Ward(s)	Final decision by Full Council	Cabinet Member(s) Responsible	Relevant Select Committee	Report Author	Corporate Director Responsible	Consultation related to the decision	NEW ITEM	Public or Private (with reason)
SI			All	TBC	Democratic Services				Public
SI			All	TBC	various				Private (1,2,3)
SI			Cllr Ian Edwards - Leader of the Council OR Cllr Martin Goddard - Finance & Transformation / in conjunction with relevant Cabinet Member	TBC	various				Private (3)
SI			All	TBC	various				Public / Private (1,2,3)
SI			Cllr Eddie Community & Environment	Residents' Services	Neil O'Connor				Public
SI			All	TBC	various				Public
SI			All	TBC	various				Public

SI = Standard Item each month/regularly

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## RESIDENTS' SERVICES SELECT COMMITTEE - WORK PROGRAMME

<b>Committee name</b>	Residents' Services Select Committee
<b>Officer reporting</b>	Liz Penny, Democratic Services Officer
<b>Papers with report</b>	Appendix A – Work Programme
<b>Ward</b>	All

### HEADLINES

To enable the Committee to note future meeting dates and to forward plan its work for the current municipal year.

### RECOMMENDATION:

**That the Residents' Services Select Committee considers the Work Programme report and agrees any amendments.**

### SUPPORTING INFORMATION

- The Committee's meetings will start at 7pm and the witnesses attending each of the meetings may include representatives from external organisations, some of whom travel from outside of the Borough. Forthcoming meeting dates are as follows:

Meeting Date	Room
<del>13 June 2024</del>	CR5
<del>18 July 2024</del>	CR6
<del>24 September 2024</del>	CR6
27 November 2024	CR5
14 January 2025	CR5
19 February 2025	CR5
13 March 2025	CR5
22 April 2025	CR5

### Site Visits

Members of the Residents' Services Select Committee have undertaken a number of site visits to include the CCTV room in the Civic Centre, Harlington Road Depot, Heathrow Imported Food Office, Hillingdon Fire Station, Botwell Leisure Centre, Breakspear Crematorium, the Recycling Centre at Edmonton and a visit with the Noise Team.

### Implications on related Council policies

The role of the Select Committees is to make recommendations on service changes and improvements to the Cabinet, who are responsible for the Council's policy and direction.

## **How this report benefits Hillingdon residents**

Select Committees directly engage residents in shaping policy and recommendations and the Committees seek to improve the way the Council provides services to residents.

## **Financial Implications**

None at this stage.

## **Legal Implications**

None at this stage.

## **BACKGROUND PAPERS**

Nil.

# MULTI-YEAR WORK PROGRAMME 2022 - 2026

	2024/25							2025/26						
	March 13	April 16	May No meeting	June 13	July 18	September 24	November 27	January 14	February 19	March 13	April 22	May No meeting	June TBC	July TBC
<b>Residents' Services Select Committee</b>														
<b>Review: Homeless Prevention and the Customer Journey</b>														
Topic selection / scoping stage														
Witness / evidence / consultation stage	Witness Session	Witness Session		Witness Session	Witness Session	Witness Session		Verbal Update	Findings					
Findings, conclusions and recommendations											Final report			
Final review report agreement												Cabinet		
Target Cabinet reporting														
<b>Regular service &amp; performance monitoring</b>														
Infrastructure Funding Statement Update (previously CIL Expenditure Monitoring - Annual Report & S106) each November							X							
Mid-year budget / budget planning report							X							
Strategic Climate Action Plan: Consultation & then Annual Reviews thereafter (to move to November annually to align with Cabinet reporting in October)								X						
Cabinet's Budget Proposals For Next Financial Year	X	X		X	X	X	X	X	X	X	X	X	X	X
Cabinet Forward Plan Monthly Monitoring												X		
Parking Annual Report											X			
Annual Complaints Submission to the Housing Ombudsman Service (Rod Smith/Debbie W)					X						X			
<b>One-off information items</b>														
ASB Service Update (with updated FPN figures)				X							X			
Graffiti Removal				X										
Sports - facilities, engagement & inclusivity					X									
Animal Welfare								X						X
Consultation on Uxbridge Master Plan								X						
Housing Allocation Policy Consultation Draft						X								
Heathrow Expansion & Local Community Update								X	X					
Abandoned Vehicles													X	X
<b>Regeneration of Town Centres (Chambers of Commerce, Hayes T Partnership, Uxb BID)</b>													X	
Success of Chrysalis Project										X				
Trading Standards - Tackling Underage Drinking / Vaping											X			
Licensing of Fun Fairs and enforcement measures available for flyposting									X					
Community Payback Scheme - structure of the Scheme									X					
Noise Team Structure and success of enforcement measures									X					
Review of Statement of Gambling Policy - policy framework consultation						X						X		
Sport for Young People - how the Council encourages participation in deprived areas											X			
<b>Crime &amp; Disorder - Statutory Scrutiny (themed)</b>														
Safer Hillingdon Partnership Development											X			
Safer Hillingdon Partnership Performance	X					X				X				
<b>Past review delivery</b>														
Review of Alley Gating										X			X	
Review of Empty Homes Council Tax Premium														
<b>Internal use only</b>														
Report deadline	1 Mar	29 Mar		3 Jun	8 Jul	12 Sep	15 Nov							
Agenda publication date	5 Mar	2 Apr		5 Jun	10 Jul	16 Sep	19 Nov							

Committee Site Visits	
CCTV Control Room, Civic Centre (25 July 2022 and 4 November 2024)	
Botwell Leisure Centre (27 February 2024)	
Harlington Road Depot (28 September 2022)	
Weed Killing Contractor (6 June 2023)	
Heathrow Airport (Imported Food Office) (4 October 2022)	
Out of Hours Noise Team (1 November 2024)	
Hillingdon Fire Station (7 December 2022)	
Graffiti Removal	
Breakspear Crematorium (25 January 2023)	
Harefield and Yiewsley Civic Amenity Sites	
Traffic wardens / Abandoned Vehicles *	
Canal Visit (1 November 2023)	
The Battle of Britain Bunker (26 July 2023 at 6pm)	
Building Control	
Planning Enforcement	
HS2 Site Visit	
Dogs Trust	
Edmonton Recycling Centre (Tuesday 4 September 2024 - 09:45 - 10:45)	
Custody Suite - Polar Park, Heathrow	
Uxbridge / Ruislip Lido	

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