

LONDON BOROUGH OF HILLINGDON

LOCAL PLAN PART 2
DRAFT PROPOSED SUBMISSION VERSION

SITE ALLOCATIONS AND DESIGNATIONS

SEPTEMBER 2015

Making representations

You are invited to comment on ~~this~~ [the changes to the Proposed Submission Site Allocations and Designations Document](#). This document, together with the Development Management Policies and the [changes to the existing Policies Map](#) forms part of the Local Plan Part 2. The publication period for the [proposed changes to the Local Plan Part 2](#) begins on [26th October 2015](#) and ends on ~~Tuesday 4th November 2014~~ [Monday 7th December 2015](#).

The Local Plan Part 2 documents are available to view on the Council's website at www.hillingdon.gov.uk/planning, at public libraries throughout the borough and at Planning Information Services, Level 3, Civic Centre, Uxbridge (Monday to Friday 9.00am - 5.00pm).

Representations should be submitted to the Council on a representation form, which is available to download from the Council website, www.hillingdon.gov.uk/planning. Copies of the form can also be obtained from Planning Information Services at the Civic Centre and all borough libraries. Alternatively, you can request a copy of the form by contacting the Planning Policy Team on 01895 250230 or by email at: localplan@hillingdon.gov.uk.

The representation forms can be submitted in the following ways:

- By email: localplan@hillingdon.gov.uk
- By post: Planning Policy Team, 3N/02, Residents Services, Civic Centre, High Street, Uxbridge, UB8 1UW.
- By fax: 01895 250 223 marking your response for the attention of the Planning Policy Team.

Please note that copies of representations will be made available on request for inspection at the Council offices. They cannot therefore be treated as confidential. All responses must be received by 5.00 pm on ~~Tuesday 04th November 2014~~ [Monday 7th December 2015](#). Comments received after the end of the publication period do not have the right to be considered.

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1. Introduction

The Hillingdon Local Plan

1.1 The Hillingdon Local Plan: Part 1: Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon. It sets out a long-term spatial vision and objectives for the Borough, what is planned to happen, where and how it will be achieved.

1.2 Whilst Hillingdon's Local Plan Part 1 includes broad policies for steering and shaping development, it does not set guidelines for decisions about planning applications or identify specific sites for development. As a borough, Hillingdon is now moving to the next stage in the plan - making process, the preparation of the Local Plan Part 2.

1.3 The Local Plan Part 2 which is made up of the Development Management Policies, this Proposed Site Allocations and Designations document and an Atlas of Changes to the existing Proposals Policies Map. – to identify actual specific sites to meet the targets set out in the Local Plan Part 1. Together with the Local Plan Part 1, these documents will make up the Local Plan for Hillingdon, replacing all saved policies of the Unitary Development Plan (September 2007).

Site Allocations and Designations

1.4 This Site Allocations and Designations document sets out sites for development to meet the borough's needs to 2026, based on the level of growth and general locations set out in the Local Plan Part 1. The allocation of development sites forms part of a strategic approach to guiding and managing growth in the Borough. It promotes development and the flexible use of land, whilst allowing for general development principles, such as scale, access and quantum of development, to be agreed on strategic sites.

1.5 In addition, the Plan includes designations for areas of land or boundaries, which indicate where specific policies apply. The policies applicable to the land designations set out in this Plan can be found in the Development Management Policies document. Sections 4 to 7 of this Site Allocations and Designations Plan include cross references to the relevant policies set out in Development Management Policies document.

1.6 All site allocations and land designations are illustrated on the Hillingdon Policies Map. Once the Local Plan Part 2 is adopted, the site allocations and designations proposed in this document will be included in the updated Policies Map.

Structure of this document

1.7 The document is structured as follows:

- Chapter 2 sets out overall growth targets for Hillingdon, as identified in the Local Plan Part 1.

The Hillingdon Local Plan

- Chapter 3 identifies sites suitable for providing new homes in the borough. Some sites will be developed exclusively for housing; others will bring forward new homes as part of mixed use schemes.
- Chapter 4 designates strategic and locally important employment sites to rebalance Hillingdon's economy and identifies specific locations for Hotel and Office Growth.
- Chapter 5 safeguards sites as Green Belt, Metropolitan Open Land or Green Chains and sites of importance for nature conservation.
- Chapter 6 identifies plans for key transport interchanges.
- Chapter 7 considers the need for community infrastructure and identifies a site to deliver a new school.
- Chapter 8 safeguards important mineral reserves and railheads in the borough.

~~1.3 The sites in this document have been identified from a range of different sources. In addition, individuals and organisations have the an opportunity to put forward sites for the Council's consideration through a Call for Sites.~~

The Hillingdon Local Plan

~~1.5 Part 3 (5) (a) of The Town and Country Planning (Local Planning) (England) Regulations 2012 (the "Regulations") states that:~~

~~Local Development Documents will include any document prepared by the Local Planning Authority and will contain one or more of the following statements:~~

- ~~i. the development and use of land which the local planning authority wish to encourage during any specified period;~~
- ~~ii. the allocation of sites for a particular type of development or use;~~
- ~~iii. any environmental, social, design and economic objectives which are relevant to the attainment of the development and use of land mentioned in paragraph (i); and~~
- ~~iv. development management and site allocation policies, which are intended to guide the determination of applications for planning permission.~~

~~Part 3 (6) of the Regulations states that any document referred to in regulation 5(1) (a) (i) (ii) or (iv) is a local plan. The Council's Local Plan Part 1 – Strategic Policies and Local Plan Part 2 (Development Management Policies, Site Allocations and Designations document and Policies Map) will be consistent~~

~~with parts i, ii and iii and once adopted, will constitute the Local Plan for Hillingdon.~~

Call for Sites Site Selection

1.8 The Council undertook a 'Call for Sites' as part of its Regulation 18 consultation on the Local Plan Part 2 between 19th April and 31st May 2013. During this time, individuals had an opportunity to suggest land or buildings within Hillingdon for development or change to alternative uses. Proposed sites were assessed and subjected to environmental screening. ~~Only the most appropriate sites have been selected for possible inclusion in this document~~

~~1.8 Many sites may have development potential but this document cannot identify and allocate all every one. Sites that are being considered for allocation and inclusion in the document will are generally being above 0.25 ha. and sites submitted should not be below this size threshold. Consultation on this document provides a further opportunity to submit sites for the Council's consideration~~

How have sites been identified?

1.9 In addition to the Call for Sites, the Site Allocations and Designations document has identified sites from a range of different sources:

- **London Strategic Housing Land Availability Assessment (SHLAA)**
The SHLAA was undertaken by the Mayor of London to define borough-wide housing targets in the London Plan and involved the identification of suitable sites for residential development. Sites identified by the SHLAA are examined in this document.
- **Hillingdon's Housing Trajectory:** Hillingdon's Housing Trajectory is updated each year by the Council as part of its Annual Monitoring Report to identify ~~suitable sites for residential development to meet its London Plan housing target. with planning permission for housing and when they are expected to come forward for development.~~
- **Employment Land Study (ELS) 2014:** The Council has completed an update to its 2009 Employment Land Study, which has formed the basis of the employment sites and policies in the Local Plan Part 2. ~~The updated study identifies a borough - wide surplus of employment land in the region of between 16.3 and 210.6 hectares.~~
- **Green Belt Review:** The Council ~~is currently undertaking~~ has undertaken a review to identify of small areas of land that no longer serve the purpose of including land in the ~~of the Green Belt and Metropolitan Open Land in Hillingdon to identify areas that could potentially be released for development.~~
- **Sites of Importance for Nature Conservation (SINC) Review:** The Council has recently undertaken a review of proposed SINC's to inform the designations in chapter 5 of this document.

- **Supplementary Planning Documents (SPDs):** These documents provide detailed planning guidance on specific topics or geographical areas.
- ~~**The London Plan:** The London Plan; The Spatial Development Strategy For London Consolidated With Alterations Since 2011 was adopted in July 2011 March 2015 and contains a detailed set of principles and policies to which all borough-wide Local Plan documents in London must conform.~~
- **Review of sites with planning permission/prior approval:** The Council has reviewed its planning applications database to identify sites that meet the criteria for site allocation and have been subject to pre-application discussion, a planning application or prior approval.
- **Review of Council-owned land:** The Council has identified sites from its own land holdings that are intended for disposal, suitable for allocation and likely to come forward during the plan period.
- **Site nominations as result of Regulation 19 Consultation** (September 2014 and November 2014): Two sites have been included in response to representations received in response to this consultation.

Site Appraisal

1.10 National planning policy requires that sites allocated for development in a Local Plan must be deliverable over the lifetime of the Plan. In order to make a judgement as to whether or not a site is deliverable, the Council has carried out an assessment of whether or not sites are suitable, available and achievable, including whether sites are economically viable.

1.11 In accordance with the National Planning Policy Guidance, this assessment has taken account of the following factors:

- The development plan, emerging plan policy and national policy;
- Market and industry requirements in the Hillingdon Housing Market Area
- Physical and environmental constraints of allocation sites, such as access, infrastructure, ground conditions, flood risk, pollution, contamination;
- Potential impacts on the landscape, heritage features and nature conservation;
- Appropriateness and likely market attractiveness for the type of development proposed;
- Contribution to regeneration priority areas;
- Environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

1.12 To assess site availability, the Council has sought to confirm that

- There are no legal or ownership problems;
- The site has a willing landowner¹; and
- The site does not have a planning background of unimplemented permissions

1.13 Thirdly, the Council has come to a view on whether or not the sites are achievable by considering site viability. This involved considering whether or not the sites identified in the Plan are subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

1.14 Finally, where constraints have been identified through the assessment of site suitability, site availability and site achievability, consideration has been given to how these could be overcome.

1.15 Many of the sites identified for delivery in the earlier years of the Plan are already subject to planning permission for residential development. Whilst potential constraints have been identified, these issues have been largely addressed through the development management process. The presence of constraints on sites with planning permission is therefore unlikely to affect overall deliverability.

1.16 Measures to address constraints affecting sites that do not have planning permission included discussion with key stakeholders, the implementation/discharge of a suitable planning condition, further assessment work and the development of a suitable mitigation strategy. In some cases, the timescale for delivery and/or the proposed number of units has been adjusted to take account of these factors. It is considered that all sites allocated are deliverable and developable in accordance with the National Planning Policy Framework.

Consultation

1.17 Consultation with stakeholders, local communities and statutory bodies underpins the preparation of this Site Allocations and Designations document. The Council sought views at a number of stages of plan preparation:

- Regulation 18: Issues and Options consultation (April 2013 - May 2013)
- Regulation 19: Pre-submission consultation (September 2014 - November 2014)
- Regulation 19: Second Pre-submission consultation (current consultation)

1.18 A substantial amount of responses were received that have helped to shape the document.

¹ This will often mean that the land is controlled by a developer or landowner who has expressed an intention to develop, or the landowner has expressed an intention to sell.

Sustainability Appraisal

1.19 In preparing this Plan, the Council has tested the site allocations and land designations through the sustainability appraisal process. This has provided the Council with an understanding of the environmental, social and economic effects of the site allocations and has served as an important tool in identifying appropriate mitigation measures that have been included into policies as necessary.

Monitoring

1.20 Each year the Council produces an [Authorities'](#) Monitoring Report. The Site Allocations and Designations document will be monitored to assess whether development [is takes place](#) in accordance with the site allocation policies set out in this [document and](#) ~~as well as the against the general monitoring indicators shown in the Local Plan Part 1.~~ how the policies of this Plan contribute to achieving the objectives of the Local Plan Part 1.

2. A Vision for Hillingdon

2.1 Hillingdon's Local Plan Part 1 sets a vision of how Hillingdon will look in 2026 and identifies broad areas of the borough for housing and employment growth over the 15 year period from 2011. The seven point vision for Hillingdon identified in the Local Plan Part 1 is as follows:

Hillingdon continues to prosper through the implementation of the following seven point vision:

- **Hillingdon is taking full advantage of its distinctive strengths with regard to its places, communities and heritage**
- **The social and economic inequality gaps in Hillingdon are being closed**
- **Improved environment and infrastructure is supporting healthier living and helping the borough to mitigate and adapt to climate change**
- **Economic growth has been concentrated in Uxbridge, Heathrow and the Hayes/West Drayton Corridor, without ignoring local centres**
- **Improved accessibility to local jobs, housing and facilities is improving the quality of life of residents**
- **Hillingdon has a reliable network of north/south public transport routes and improved public transport interchanges**
- **Hillingdon has continued to prosper from the presence of Heathrow**

~~2.2 A series of strategic objectives were also developed as part of the production of the Local Plan Part 1 to deliver the Vision.~~

~~2.3 The Site Allocations and Designations document will help to achieve the Vision for Hillingdon and the Strategic Objectives by identifying suitable sites to accommodate housing and employment growth. Areas of environmental sensitivity and heritage importance will be identified for protection from inappropriate development and it is assumed that Heathrow will continue to operate within the designated Heathrow Airport boundaries.~~

Growth in Hillingdon

2.3 The Local Plan Part 1 sets growth figures that inform the sites allocated in this document. Table 2.1 summarises growth that is expected to take place and the following paragraphs provide an analysis of key growth areas in the borough.

Growth in Hillingdon

Table 2.1: Local Plan Part 1 Growth 2011 - 2026

Proposed Growth During the Plan Period	Growth Figure
Total new jobs	9,000 -11,000
Total new homes	6,375 ²
New office based jobs	6,400
Proposed new jobs in the Heathrow Opportunity Area	A proportion of 9,000 – 11,000
New jobs in RAF Uxbridge town centre extension	Estimated 1,160 permanent direct jobs (175 indirect)
New homes at RAF Uxbridge	1,340
Additional hotel bedrooms	3,800-5,600
New retail floorspace in Uxbridge	18,855 sqm

Uxbridge

2.4 The status of Uxbridge as a Metropolitan Centre will be strengthened through its promotion as a key location for office and hotel development. The town centre supports 100,000 sqm of retail floorspace and the growth of retail, leisure and employment uses will be encouraged. Hillingdon's Retail Study (2006) identifies scope to provide an additional 18,855 sqm of net of comparison goods floorspace between 2011 and 2026.

2.5 Uxbridge Town Centre will be expanded to include the office component of the North Uxbridge Industrial Estate and [act as a focus for hotel and office growth](#). St Andrews Park is identified for high quality residential-led mixed-use development, accommodating up to 1,600 homes, around 14,000 sqm of office space and a 90 bed hotel. Overall, the site is expected to deliver approximately 1,160 permanent jobs.

2.6 The Uxbridge industrial estates are strategic employment areas that will be protected from release for other uses. Transportation improvements are key to ensuring the future success of Uxbridge as a Metropolitan Centre. Therefore an enhanced transport interchange is proposed.

Heathrow Airport

2.7 The role of Heathrow Airport as a key employment area will be strengthened, whilst ensuring that only airport-related development will be located within its boundary. The Council's aim is to maximise the economic benefits of Heathrow whilst mitigating the negative environmental and social impacts. Airport related uses will not be permitted outside of the designated Heathrow Airport boundary.

² Please refer to paragraphs 3.2 and 3.3 for an explanation of changes to the overall housing target that has come into effect since the Local Plan Part 1 was adopted.

Heathrow Opportunity Area

2.8 The Heathrow Opportunity Area (OA) includes part of LB Hounslow and Hillingdon. It is ~~identified in the London Plan as being anticipated to be capable of~~ accommodate an around ~~proportion of~~ 12,000 new jobs and a minimum of ~~over~~ 9,000 new homes. Whilst the London Plan provides an indicative land area of 700 ha, the specific boundaries of Heathrow Opportunity Area must be identified and further capacity testing is required by Hillingdon and Hounslow to establish what proportion of jobs and new homes in the Opportunity Area will be provided by each borough. This process will be undertaken through the production of an Opportunity Areas Planning Framework, in conjunction with the Mayor of London. ~~Therefore, the Heathrow Opportunity Area is not designated in this Site Allocations and Designations Document.~~

2.9 Heathrow Airport is a major source of ~~adverse air quality~~ emissions in the borough and the growth of employment and housing in this area will need to be carefully managed so it does not have a detrimental impact on climate change initiatives. ~~The airport falls within the proposed Stanwell Cursus Archaeological Priority Area and Heathrow Archaeological Priority Zone.~~

Hayes/West Drayton

2.10 The Hayes and West Drayton corridor will be a key location for employment growth ~~in the Borough. in the Heathrow Opportunity Area.~~ While traditional manufacturing has declined, the logistics and distribution sector has strengthened and the area contains a good mix of units to accommodate a variety of businesses.

2.11 Stockley Park will continue to be a strategic employment site that could contribute a significant proportion of the new employment proposed as part of the Heathrow Opportunity Area. The park will need to deliver sustainable transportation opportunities alongside any further growth. The area contains a number of locally significant employment sites with potential for growth which will be protected from release ~~to~~ other uses.

2.12 Crossrail will be a catalyst for growth and regeneration in the corridor, particularly around Hayes Town Centre where the station will be modernised as a public transport interchange.

3. Identifying sites for new homes

3.1 This chapter identifies suitable **developable** sites for new housing. It has been prepared in the context of Policy H1 of the Local Plan Part 1, which states that:

The Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

The borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021. Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Sites that will contribute to the achievement of this target will be identified in the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD.

3.2 The Spatial Development Strategy For London Consolidated With Alterations Since 2011 (hereafter referred to as the London Plan) was published in March 2015 and increases Hillingdon's target to 5,590 dwellings, for the ten year period between 2011 and 2021. Rolled forward to 2026, this target equates to a minimum of 8,385 dwellings over the plan period and an annual monitoring target of 559 dwellings.

3.3 Whilst the Local Plan Part 2 has been prepared within the framework of the Local Plan Part 1: Strategic Policies, this Site Allocations and Designations document identifies development sites for new housing and mixed used development with sufficient capacity to meet the increased housing target.

~~3.4 Sites identified in this section of the Plan have been identified from a range of different sources including the 2009 Mayoral Strategic Housing Land Availability Assessment, Hillingdon's Housing Trajectory and the Council's Employment Land Study. In accordance with guidance in the London Plan, it identifies specific sites to meet housing delivery targets in the short term (2011-2016), and medium term (2016-2021) and long term (2021-2026). For the last 5 years of the plan broad areas for residential development are identified.~~

Quantum of development on allocation sites

3.5 **Where sites do not have planning permission**, a range of factors have been taken into account to calculate the number of residential units that are expected to come forward from sites in this document. A key consideration is the density of development, which is measured as the number of units or the number of habitable rooms per hectare. In accordance with guidance in policy 3.4 and Table 3.2 of the London Plan, higher densities have been applied to sites with greater access to public transport.

3.6 In addition to London Plan density guidance, site-specific circumstances and the character of surrounding development will influence the number of units that are likely to be appropriate on allocation sites. These issues and the need to achieve high quality design will be particularly significant for sites that are in or located adjacent to designated areas, such as Conservation Areas. The development potential of allocated sites is therefore considered to be a balance between achieving optimum density in accordance with the London Plan and local circumstances. Achieving this balance may mean that development density is not always maximised.

Other relevant plans and policies

3.7 The overall quantum of development has also been guided by policy considerations that relate to the site. Development on sites allocated for future development is expected to meet the provisions of all relevant policies in the development plan for Hillingdon. For clarity, the development plan comprises the Local Plan Part 1: Strategic Policies 2012 and the London Plan.

Phasing

3.8 The Council has assessed the sites in the evidence base to identify the 'ready to go' sites that can reasonably be expected to come forward in years 1-5 years of the Plan, those that are more likely to be delivered in years 5 – 10 and sites that are likely to be delivered in the long-term, years 10-15. The following factors have been taken into account in this assessment:

- Is there an existing planning permission for the scheme?
- Have there been pre-application discussions regarding the redevelopment of a particular site?
- Estimated time for a site to progress through the planning and construction process.
- ~~Is the site in single or multiple ownerships?~~
- Are there long term leases associated with the site?
- Other site specific ~~considerations~~ constraints identified through the deliverability assessment, e.g. ownership issues, contamination or existing historic assets

3.9 The National Planning Policy Framework (NPPF) requires local authorities to maintain a 5 year supply of specific, deliverable housing sites at all times during the plan period. Hillingdon's current supply of specific, deliverable sites is set out in this Site Allocations and Designations document. As the plan period progresses, the Council's 5 year supply of housing sites will be annually updated in the Assessment of Housing Land Supply that is published on the Council's website and takes account of new planning permissions granted and completed development.

3.10 Although the NPPF requires local authorities to identify ~~a supply of sites or only~~ broad locations for growth for years 6-10 and, where possible, for

New Homes

years 11-15, this Site Allocations and Designations document identifies specific deliverable development sites for years 6-10 and years 11-15. Given the complexities of the London land market, however, there is a significantly greater certainty of site deliverability for those sites identified for delivery in years 1-5 and years 6-10 than those likely to come forward in years 11-15. Therefore, the Plan will be reviewed in advance of 2021. ~~the Council does not consider it possible to identify sites that will come forward in years 11-15 with any degree of certainty in relation to site deliver. Instead, these sites will be identified through a review of this plan which will take place in advance of 2021.~~

~~3.11 The following tables provide a summary of the sites allocated in this chapter for residential development and the estimated housing capacity.~~

Completed Sites

~~3.12 The following sites have been completed since 2011, or are now largely complete and will contribute to the delivery of Hillingdon's housing delivery target over the plan period.~~ The Council's Annual Monitoring Reports indicate that since April 2011, 3,015 residential units have been completed in the borough. This breaks down by financial year as follows:

2011/12: 996 units
 2012/13: 1,467 units
 2013/14: 554 units

3.13 Taking account of residential units already completed since the start of the plan period, the Council is required to deliver an average 414 units per annum to meet the London Plan target up to 2026. The following tables identify key sites that have been completed or partially completed since 2011 and have already contributed to achieving the Council's housing target of 8,385 units over the plan period.

Table 3.1: Completed Sites

Completed sites		
Site	Ward	Extant Planning permission
Hayes Sports Stadium, Judge Heath Lane, Hayes	Botwell	49996/APP/2008/3561
70 Wood End Green Road, Hayes	Botwell	5791/APP/2012/408
Initial House, Field End Road	Cavendish	SoS Decision APP/R5510/A/12/2183271, LBH Ref: 25760/APP/2010/2410
Pembroke Park – former RAF Eastcote	Eastcote and East Ruislip	10189/APP/2007/2463

New Homes

Completed sites		
Site	Ward	Extant Planning permission
Former Reindeer Public House, Maxwell Road	Northwood	18958/APP/2010/2210
103, 105 and 107 Ducks Hill Road	Northwood	64345/APP/2010/2782
117 Pinner Road, Northwood	Northwood Hills	12055/APP/2006/2510
Land at Hayes and Harlington Conservative Club, 141 Church Road	Townfield	56805/APP/2011/2451
Hayes Football Club, Church Road, Hayes	Townfield	4327/APP/2009/2737
Honeycroft Day Centre	Uxbridge North	6046/APP/2010/2679
Daganham Motors	Uxbridge South	188/APP/2008/3309
South Ruislip Library, Victoria Road	South Ruislip	67080/APP/2010/1419
Former RAF West Ruislip	West Ruislip	38402/APP/2007/1072
Bury Street	West Ruislip	6157/APP/2009/2069
Lyon Court and 28 - 30 Pembroke Road, Ruislip	West Ruislip	66985/APP/2011/3049
Trout Road	Yiewsley	60929/APP/2007/3744

3.14 At the time of writing, the sites set out in Table 3.2 are substantially completed or are expected to be completed shortly after the adoption of the Plan. As such they are not allocated for future development.

Table 3.2 Partially Completed Sites

Partially Completed Sites		
Site	Ward	Planning permission
Pronto Industrial Estate	Botwell	4404/APP/2008/3558
Packet Boat House	Brunel	20545/APP/2005/436
Norwich Union House	Uxbridge North	8218/APP/2014/3542

New Homes

3.15 Table 3.3 identifies allocated sites that are expected to be delivered during the plan period to meet Hillingdon's housing target.

Table 3.3: Proposed Site Allocations

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Phase 1 deliver Years 2011-2016	Phase 2 delivery Years 2016-2021	Phase 3 deliver Years 2021-2026
SA 1 Enterprise House, Hayes	Botwell	None	75-80 96	75-80 0	96 0	45 0
SA 2 The Old Vinyl Factory and Gatefold Building	Botwell	Residential led mixed use	642	66 492	450 501	47 75
SA 3 Eastern end of Blyth Road, Hayes	Botwell	Residential led mixed use (Site A)	248-273	420-80	428 193	20-0
SA 4 25 - 39 Fairview Business Centre	Botwell	None	119	0	72	47
SA 5 Land to the south of railway including Nestle	Botwell	None	707	0	0	32 707
SA 6 Western Core, Hayes	Botwell	Residential led mixed use	60	0	60-0	35-60
SA 6 Golden Cross Public House	Botwell	Residential	23	0	23	0
SA 7 Union House, Hayes	Botwell	Residential	46	0	46	0
SA 5 8 Olympic House, 1 a Grove Lane	Brunel	Residential	9	9	0	24-0

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Phase 1 delivery Years 2011-2016	Phase 2 delivery Years 2016-2021	Page Phase 3 deliver Years 2021-2026
SA 9 Audit House and Bellway House, Eastcote	Cavendish	Residential	34	34	0	0
SA 10 269-285 Field End Road, Eastcote	Cavendish	None	23	0	23 0	37 23
SA 7 Land at the rear 119-137 Charville Lane, Hayes	Charville	Residential	14	14	0	28
SA 11 3 Charles Wilson Engineers, Uxbridge Road	Charville	None	34-43	0	34-43 0	34-43
SA 12 Former Allotments and Melrose Close Car Park, Burns Close	Charville	None	83	0	83	0
SA 13 Royal Quay, Summerhouse Lane	Harefield	Residential	87	0	87	0
SA 14 24 Master Brewer, and Hillingdon Circus, Hillingdon	Hillingdon East	None	232-389 250 - 330	0	232-389 250 - 330	43 0
SA 4 15 Royal Mail Sorting Office, Park Way, Ruislip Manor	Manor	None	22	0	22	46 22
SA 16 Northwood Station, Green Lane	Northwood	None	To be determined by design	TBC	TBC	TBC

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Phase 1 deliver Years 2011-2016	Phase 2 deliver Years 2016-2021	Phase 3 deliver Years 2021-2026
SA 17 42 - 46 Ducks Hill Road, Northwood	Northwood	Residential	7	7	0	0
SA 18 West End Road, South Ruislip	South Ruislip	None	30-44	0	30-44 0	48-30-44
SA 19 Braintree Road, South Ruislip	South Ruislip	Mixed use	97-104-132	0 44	97-104 88	50 0
SA 20 34 Bourne Court, South Ruislip	South Ruislip	None	49	0	49	76 0
SA 21 Eagle House, The Runway, South Ruislip	South Ruislip	Residential	24	0	24	0
SA 22 Chailey Industrial Estate, Pump Lane, Hayes	Townfield	None	198	0	5198	52
SA 23 Silverdale Road/Western View, Hayes	Townfield	None	300 141	0	280 0	54 141
SA 24 Benlow Works	Townfield	None	To be determined by design	TBC	TBC	TBC
SA 34 25 297 - 299 Long Lane, Hillingdon	Uxbridge North	None	15-25	0	15-25	56 0
SA 27 St Andrews Park-Annington Homes	Uxbridge North	None	120	0	420	78 120

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Phase 4 deliver Years 2011-2016	Phase 2 deliver y: Years 2016-2021	Page Phase3 deliver Years 2021-2026
SA 29 Martins Close and Valley Road, Uxbridge	Uxbridge North	None	38-52	38-52	0	60-38-52
SA 23 28 St Andrews Park, Uxbridge	Uxbridge North	Mixed use development	1340	300 232	1040 944	62-164
SA 29 25 Cape Boards, Iver Lane, Cowley	Uxbridge South	None	315	0	0	64-315
SA 30 Grand Union Park, Packet Boat Lane	Uxbridge South	Residential	110 - 190	110 - 190	0	0
SA 31 Fassnidge Memorial Hall, Uxbridge	Uxbridge South	Residential	48	0	48	0
SA 23 St Andrews Park (Formerly RAF Uxbridge)	Uxbridge North	Mixed use development	1340	300 232	1040 944	62-165
SA 32 9 Former NATS Site, Porters Way, West Drayton	West Drayton	Phased Mixed use	775	775 626	0-149	30 0
SA 33 Kitchener House, Yiewsley	West Drayton	Residential	23	23	0	0
SA 34 The Blues Bar, Yiewsley	West Drayton	Residential-led mixed use	38	38	0	0

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Phase 4 deliver Years 2011-2016	Phase 2 deliver y: Years 2016-2021	Page Phase3 deliver Years 2021-2026
SA 35 26 Former Vehicle Testing Station, Cygnet Road, Hayes	Yeading	None	84-92	0	84-92	66 84-92
SA 36 27 Hayes Bridge, Uxbridge Road	Yeading	None	40	0	40 0	68 40
SA 37 Former Coal Depot, Tavistock Road	Yiewsley	None	168 - 189	0	0	168 - 189
SA 38 28 Padcroft Works, Tavistock Road	Yiewsley	Mixed Use Development	23 08	0	23 08	70 0
SA 39 929 Trout Road, Yiewsley	Yiewsley	None	99 143	0	99 143	72-0
SA 40 26 - 36 Horton Road, Yiewsley	Yiewsley	Residential	50	0	50	0
SA 41 21 High Street, Yiewsley	Yiewsley	Residential led mixed use	51	0	51	0
SA 10 Land south of railway including Nestle, Hayes	Botwell	None	707	0	0-707	32-0
SA 11 Western Core, Hayes	Botwell	Residential led mixed use	60	0	60-0	35-60
SA 12 269-285 Field End Road	Cavendish	None	23	0	23-0	37-23

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Phase 1 deliver Years 2011-2016	Phase 2 deliver y: Years 2016-2021	Page Phase3 deliver Years 2021-2026
SA 13 Charles Wilson Engineers, Uxbridge Road	Charville	None	34-43	0	34-43-0	34-43
SA 14 Royal Quay, Summerhouse Lane	Harefield	None	29	0-20	29	41-0
SA 24 Former Master Brewer, and Hillingdon Circus, Long Lane	Hillingdon East	None	232-389	0	232-389	43-0
SA 15 Royal Mail Sorting Office, Ruislip Manor	Manor	None	22	0	22	46-22
SA 16 West End Road, South Ruislip	South Ruislip	None	30-44	0	30-44-0	48-30-44
SA 17 Braintree Road, South Ruislip	South Ruislip	None	97-104 132	0-44	97-104 88	50-0
SA 18 Chailey Industrial Estate, Pump Lane	Townfield	None	150	0	15-20	52-30
SA 19 Silverdale Road/Western View	Townfield	None	300-280	0	280-0	54-280
SA 20 Long Lane, Hillingdon	Uxbridge North	None	15-25	0	15-25	56-0
SA 21 148 - 154 High Street, 25-30 Bakers Row, Uxbridge	Uxbridge North	None	0-25	0	0	58-25

New Homes

				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval for Change of Use	Potential Capacity	Phase 1 deliver Years 2011-2016	Phase 2 deliver y: Years 2016-2021	Page Phase3 deliver Years 2021-2026
SA 22 Martin Close and Valley Road, Uxbridge	Uxbridge North	None	38-64	38-64-0	0-38-64	60-0
SA 23 St Andrews Park (Formerly RAF Uxbridge)	Uxbridge North	Mixed use development	1340	300-232	1040-944	62-165
SA 24 Former Master Brewer, and Hillingdon Circus, Long Lane	Hillingdon East	None	232-389	0	232-389	43-0
SA 25 Cape Boards, Iver Lane	Uxbridge South	None	315	0	0	64-315
SA 30 Uxbridge Health Centre, Chippendale Way	Uxbridge North	None	15	0	0	74-15
SA 32 St Andrews Park-Annington Homes	Uxbridge North	none	120	0	120-80	78-40
TOTAL EXPECTED COMPLETIONS (UNITS)			5818-6044 6,657 - 6,879	1906-1937 1,269 - 1,349	2841-3046 3,418 - 3,508	2369-2435 1,970 - 2,022

Windfall Sites

3.16 The National Planning Policy Framework notes that local authorities can make an allowance for windfall sites in the five year supply, if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. In this

context, windfall sites are defined as sites that have not been identified as available in the Local Plan process.

3.17 A key component of ~~the~~ Hillingdon's London Plan housing monitoring target is an allowance for 'small sites' under 0.25 hectares in size. The most recent evidence produced by the Mayor indicates that an average of 174 units per annum have been delivered in Hillingdon from sites of this size. It is reasonable to assume that this figure provides a sound basis for a windfall allowance. Therefore, in the first 5 years of the plan, the Council expects 870 units to be delivered from windfall sites.

Gypsy and Traveller Pitch Provision

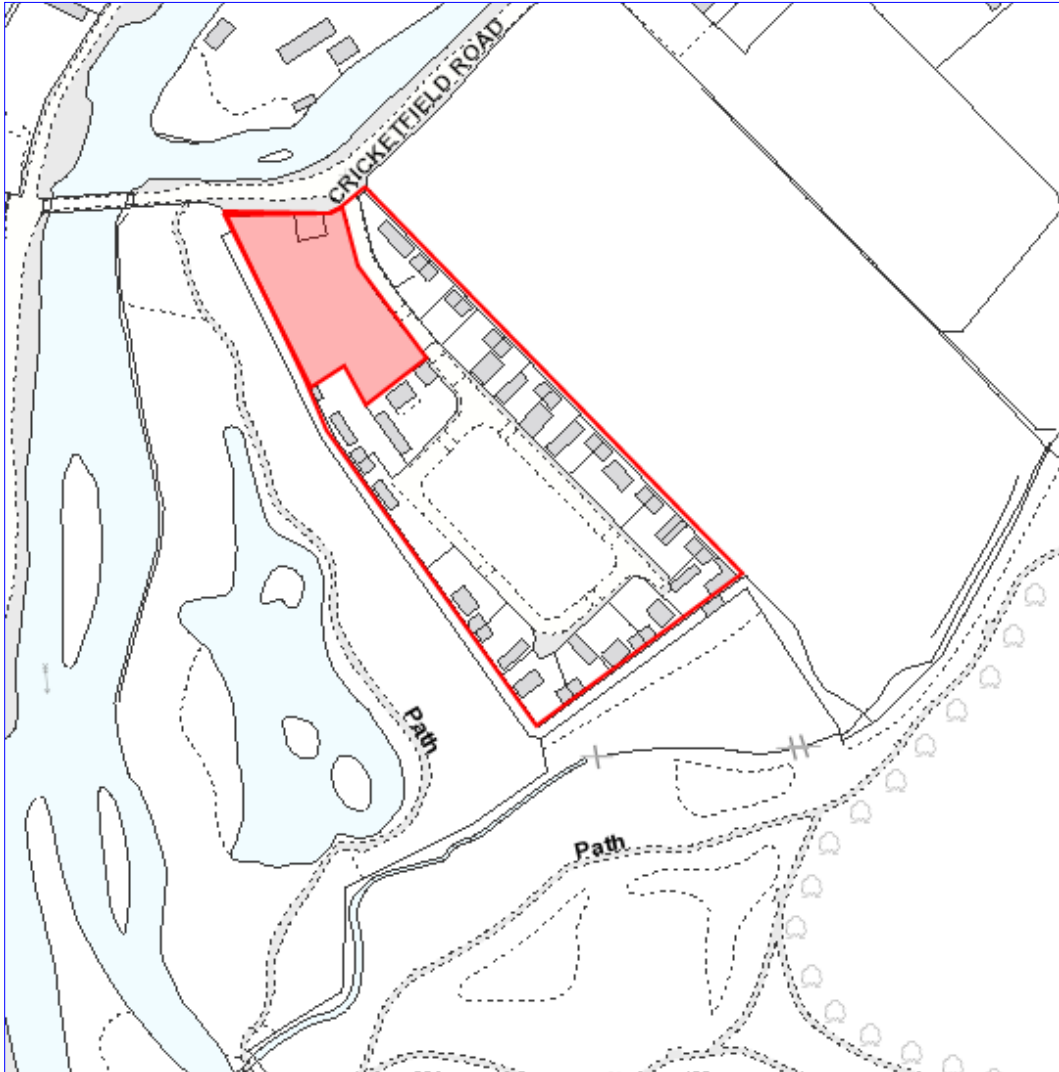
3.18 Policy H3 in Part 1 of the Hillingdon Local Plan provides criteria for the identification of new traveller sites. In addition, it makes reference to the Government's Planning Policy for Traveller Sites, which places emphasis on collaborative working between local authorities to assess the needs of travellers and identifying a supply of deliverable sites. Part 1 of the Plan also states at paragraph 6.37 that the Council will seek to meet this aspect of the guidance through its Local Plan: Part 2 Site Specific Allocations, balancing the requirement for additional pitch provision with the availability of suitable sites.

3.19 The Council is currently best placed to assess the needs of gypsies and traveller groups through new pitch provision, protection or enhancement of existing pitches, or by other means in line with the London Plan.

3.20 There have been a number of estimates for traveller need in the borough undertaken as part of the production of the 2008 London-wide Gypsy and Traveller Accommodation Needs Assessment (GTANA) and the 2011 London Plan. The Council has recently completed its own Gypsy and Traveller Accommodation Needs Assessment. This concluded that there is a need for additional 3 - 4 pitches in the borough over the plan period. The Council is of the view that these pitches could be accommodated at the existing Colne Park site, [as shown on Map A](#).

New Homes

Map A: Extension Area within Existing Colne Park Site

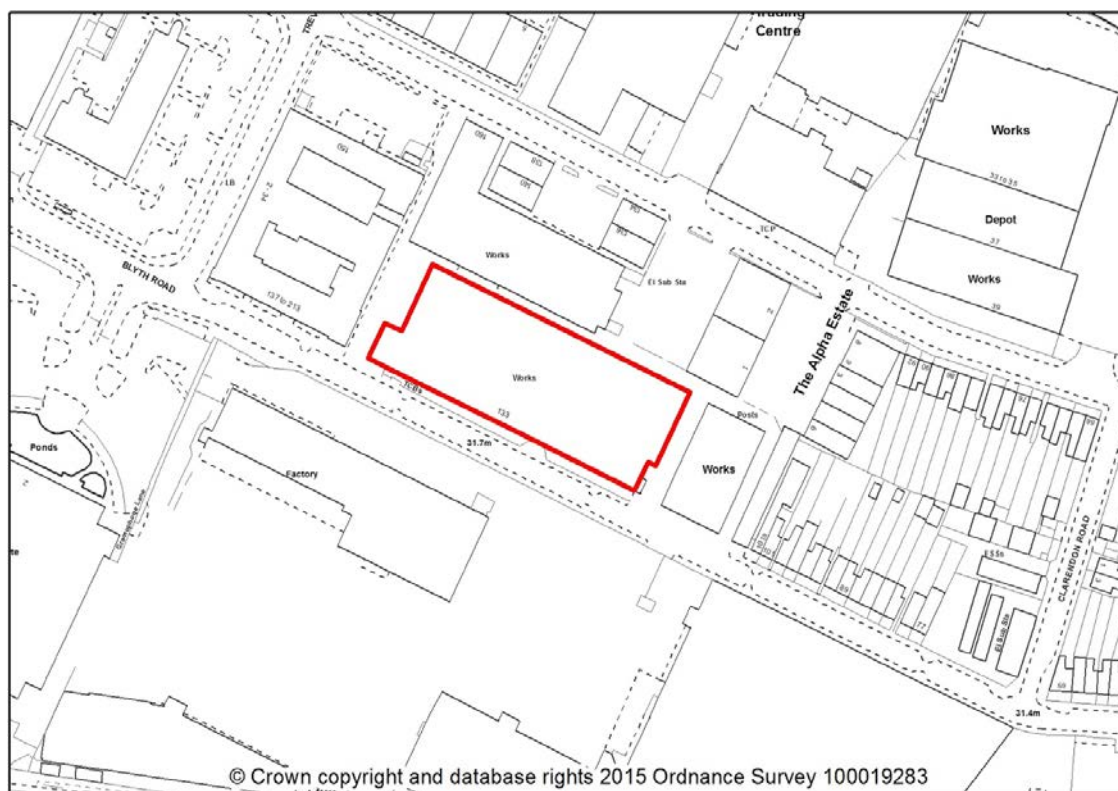


New Homes

Enterprise House, Hayes

Enterprise House is located in the Botwell Thorn EMI Conservation Area and dates from 1912, when it was constructed for the Gramophone Company. Originally known as The Machine Factory the building was used for the construction of gramophones. It comprises the original 1912 structure and a later addition of similar design to the east, which dates from circa 1927.

Enterprise House is a Grade II Listed structure that has been neglected in recent years **and was listed in the English Heritage Assets at Risk Register in 2013**. It is not, however, considered to be in such poor condition as to warrant action from the Council at present. Any redevelopment proposals should be discussed with the Council in advance of the submission of a planning application, to ensure the **significance historic value** of the building is addressed.



POLICY SA 1: Enterprise House, Hayes

~~The Council is of the view that Enterprise House is suitable to accommodate~~ In accordance with the approved planning permission (ref: 11623/APP/2013/3592) the Council will support the development of ~~the following uses on the site~~ residential led mixed use development with commercial uses at ground floor level on this site. ~~Redevelopment should respect the Listed status of the building and meet the following criteria:~~

- ~~• Parking should not be accommodated within the original building envelope;~~
- ~~• Any subdivision to create residential units should protect the original open quality of the spaces within the building;~~

New Homes

POLICY SA 1: Enterprise House, Hayes

- ~~• Shared circulation spaces and access cores should where possible be contained within the building;~~
- ~~• Particular attention should be paid to the retention of historic features that are important to the listed status of the building. These include the north lights at roof level and the original window frames; and~~
- ~~• Particular care should be paid to providing active ground floor uses.~~
- ~~• Proposals will need to meet the criteria of relevant policies in the Development Management Policies Document.~~

Site Information

Site name	Enterprise House, Hayes
Ward	Botwell
Location	Blyth Road, Hayes
Area (ha/sqm)	0.3 ha
PTAL Ratings	3
Proposed Development	Mixed use office and residential
Current UDP Designations	Industrial Business Area, Conservation Area, Listed Building
Proposed New Designations	None
Existing Use	Industrial building
Relevant Planning History (Most recent)	Some pre-application discussions with the Council. Erection of extensions at roof level, erection of external bridge links on the rear elevation and internal works associated with the change of use of part of enterprise house to create 96 residential units (class C3) and associated car parking, retention of approximately 4,500 sqm (GIA) of employment use (Class B1 and B8) at ground and first floor levels and cafe. Approval on 15.10.2014.
Proposed Number of Units	75-80 96
Existing Units	0
Net Completions	75-80 96 units
Infrastructure Considerations and Constraints	No specific considerations As per extant consent.
Flood Risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 4 – 2021 46
Other Information	Site is identified in the Hillingdon Housing Trajectory.

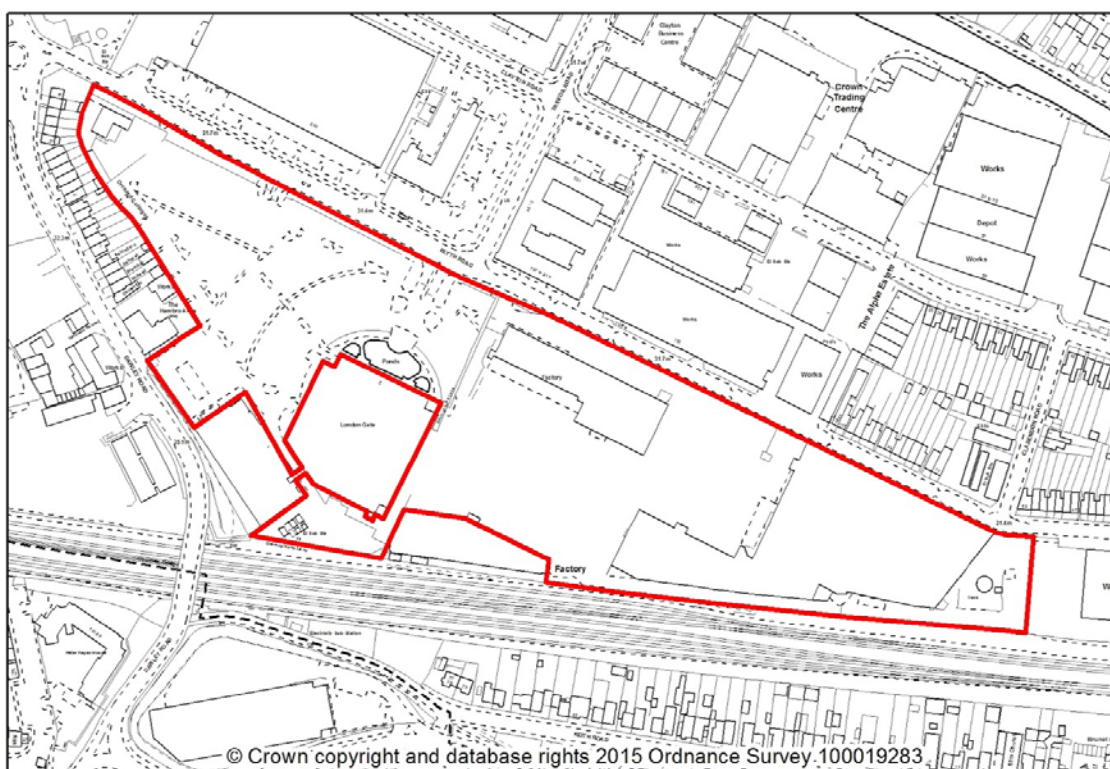
New Homes

The Old Vinyl Factory and Gatefold Building, Hayes

The Old Vinyl Factory site is located approximately 260 metres to the south west of Hayes Town Centre. ~~The site was formally used by EMI as a global manufacturing base for vinyl record production. It includes a number of vacant industrial and commercial buildings which are historically associated with the music industry. The site itself was formally used by EMI as a global manufacturing base for vinyl record production. In addition, a number of vacant office and industrial uses are located on the site. Part of the site falls within the Botwell Thorn EMI Conservation Area and includes a number of Locally Listed buildings.~~

~~The western portion of the site comprises the London Gate office complex and other developments, including the Gatefold building have been granted planning permission to the east.~~

The Council have resolved to grant planning permission, to Purplexed for mixed use development on The Old Vinyl Factory and Gatefold site. The Council will seek to secure the development of the site in accordance with these planning consents.



POLICY SA 2: The Old Vinyl Factory and Gatefold Building, Hayes

The Old Vinyl Factory

In accordance with the approved planning permission (ref: 59872/APP/2012/1838) the Council will support the development of the following uses on the site:

New Homes

POLICY SA 2: The Old Vinyl Factory and Gatefold Building, Hayes

- Demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm;
- Up to 510 residential units (maximum area of 49,000 sqm GEA);
- Up to 7,886 sqm of new B1 floorspace;
- Up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5);
- Up to 4,700 sqm of D1 and D2 uses;
- An energy centre (up to 950 sqm);
- Other associated works including car parking and access and landscaping.

The Gatefold Building

In accordance with the approved planning permission (ref: 51588/APP/2011/2253) the Council will support the development of the following uses on the site:

- 132 apartments;
- Café/community room of 340 sqm GEA (The Glass House);
- Workshop units totalling 382 sqm GEA;
- Access, landscaping and parking; and
- A children's play area.

The Council will seek to secure the development of the site in accordance with this permission.

Site Information

Site name	The Old Vinyl Factory	The Gatefold Building
Ward	Botwell	Botwell
Location	Blyth Road	Blyth Road
Area (ha/sqm)	4.32 ha	0.7 ha
PTAL Ratings	3 and 4	4
Proposed Development	Residential led mixed use development	Residential led mixed use development
Current UDP Designations	Industrial Business Area; Botwell Thorn EMI Conservation Area; Locally Listed Buildings	Industrial Business Area; Botwell Thorn EMI Conservation Area
Proposed New Designations	None	None
Existing Use	Former EMI works	Industrial units

New Homes

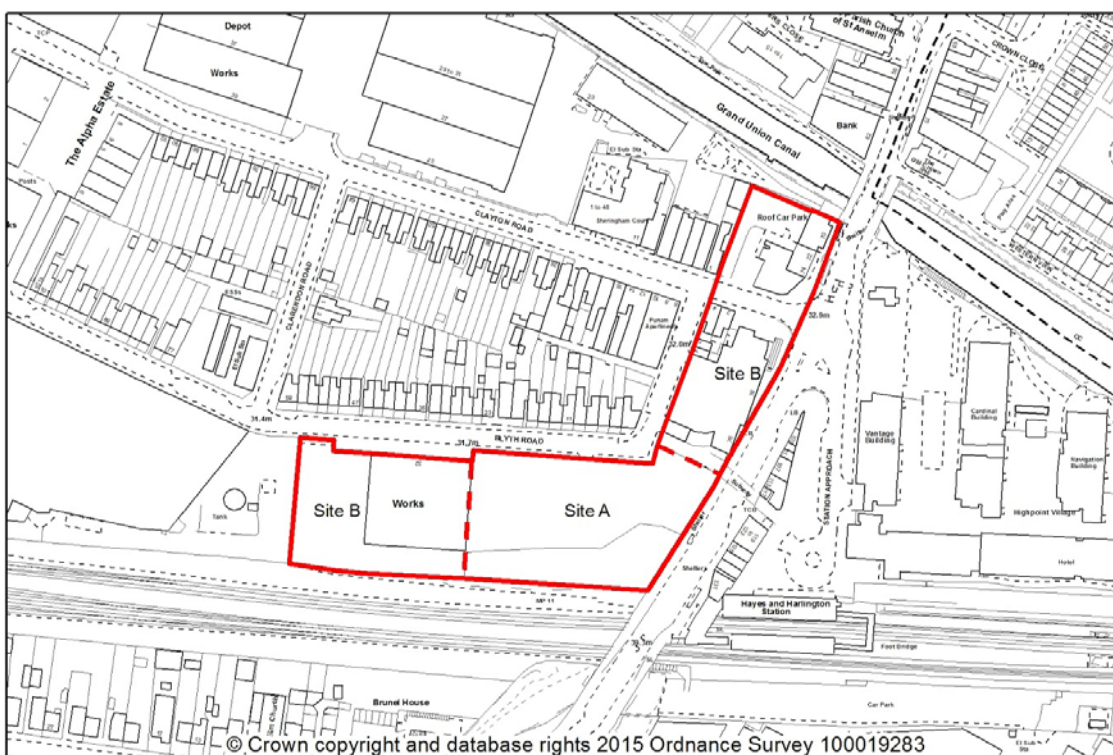
Site name	The Old Vinyl Factory	The Gatefold Building
Relevant Planning History (Most recent)	<p>Planning permission granted for mixed use development in November 2012 for the Old Vinyl Factory. Outline planning application for a mixed use development to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping. Approval on 22.04.2013.</p>	<p>Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping. Approval on 14.02.2012</p>
Proposed Number of Units	510	132
Existing Units	0	0
Net Completions	510 units	132 units
Infrastructure Considerations and Constraints	As per extant consent; need for drainage infrastructure addressed through Drainage Strategy.	As per extant consent; need for drainage infrastructure addressed through Drainage Strategy.
Flood Risk	Flood zone 1; Site-specific Flood Risk Assessment demonstrates site not at risk	Flood zone 1; Site-specific Flood Risk Assessment demonstrates site not at risk
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2011-2021 360 435 units in 2016-2021; 450 75 units to be completed in 2021 - 2026	2011-2016 66 units in 2011-2016; 66 units to be completed in 2016 - 2021
Other Information	Site identified in the Hillingdon Housing Trajectory.	Site identified in the Hillingdon Housing Trajectory.

New Homes

Eastern end of Blyth Road, Hayes

The application site occupies a prominent position at the southern gateway into Hayes Town Centre. Part of the site (Site A) was acquired by Domaine Developments Ltd in September 2006 and is in close proximity to the former Hayes & Harlington Station Goods Yard Development Site. Planning permission has been granted on this site for a residential led mixed use development.

Two adjoining sites, Avis to the north and an industrial building to the west offer the opportunity for the comprehensive redevelopment for complementary uses. The Council has approved the change of use of offices in Trident House, located on Site B to form 60 residential units through the Prior Approval process.



POLICY SA 3: Eastern End of Blyth Road, Hayes

Site A

In accordance with the approved planning permission (ref: 1425/APP/2011/3040) the Council will support the following development proposals on the site:

- 120 residential units;
- 600 sqm of modern business space for 'small and medium enterprise' businesses; and
- Associated access, car parking and landscaping.

The Council will seek to secure the development of the site in accordance with this permission.

New Homes

POLICY SA 3: Eastern End of Blyth Road, Hayes

Site B

The Council will support the provision of residential development in accordance with the approved scheme (ref: 3151/APP/2014/3777). On the remainder of Site B, the Council will seek to bring forward ~~supports the development of this site for~~ mixed use development to capitalise on the proximity of the site to the future Crossrail link at Hayes and Harlington Station.

- ~~Development on the site should meet the requirements of policies in other parts of the Local Plan.~~

Sites A and B

Sites A and B should form a comprehensive development scheme across the whole site.

- ~~Development on the site should meet the requirement of policies in other parts of the Local Plan.~~

Site Information

Site name	Eastern End of Blyth Road, Hayes	
	Site A	Site B
Ward	Botwell	Botwell
Location	Blyth Road	Blyth Road/Station Road, Hayes
Area (ha/sqm)	0.3 ha	0.8 ha
PTAL Ratings	4	4
Proposed Development	Residential-led mixed use development	Residential-led mixed use development
Current UDP Designations	Industrial Business Area	Industrial Business Area, Hayes Town Centre (northern part of site)
Proposed New Designations	None	None
Existing Use	Redundant commercial units	Commercial units, office
Relevant Planning History (Most recent)	Comprehensive redevelopment of the site to provide 120 residential units, office floorspace, 97 car parking spaces and hard and soft landscaping. Approval on 15.04.2013.	Prior Approval for part of the site (Trident House): Change of use from offices to 60 residential units on 2 nd - 8 th floors. Approval on 12.12.2014.
Proposed Number of Units	120	128-153
Existing Units	0	0
Net Completions	120 units	128-153 units
Infrastructure Considerations and Constraints	As per extant consent	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1; Flood Risk Assessment demonstrates site not at risk; design includes implementation of SUDS.	Flood Zone 1, Flood Risk Assessment required to address drainage infrastructure.

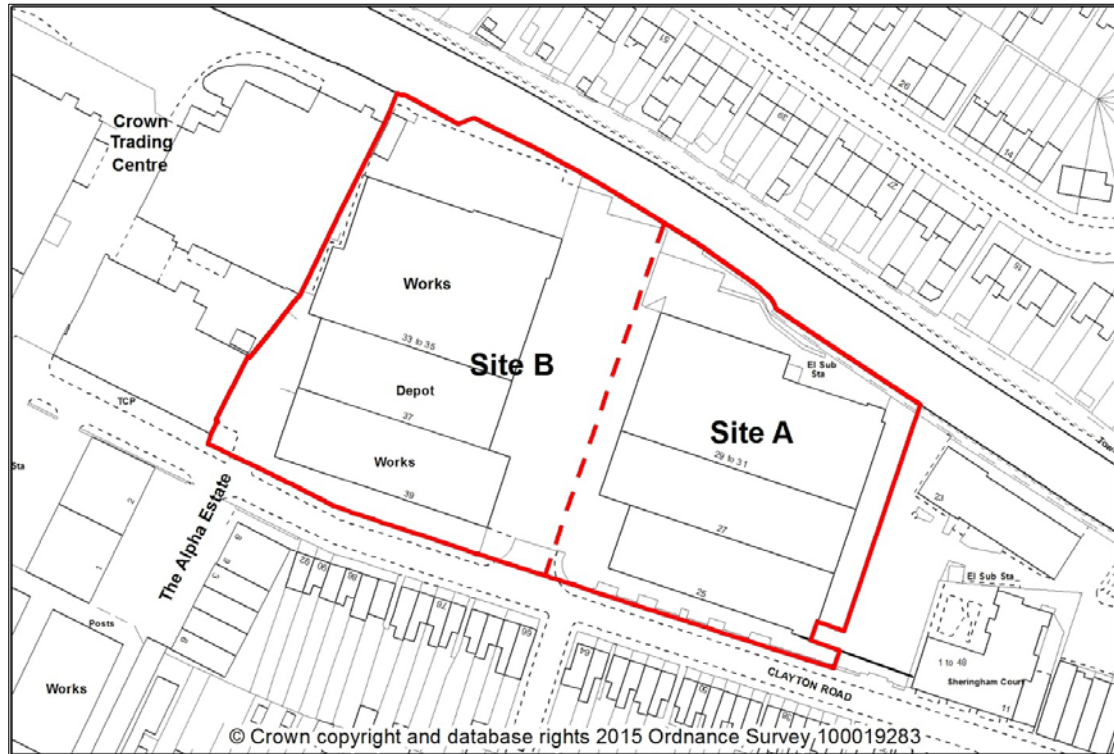
New Homes

Site name	Eastern End of Blyth Road, Hayes	
	Site A	Site B
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2011-2021	2016-2021
Other information	Site identified in the Hillingdon Housing Trajectory.	Site identified in the Hillingdon Housing Trajectory. Number of units calculated on basis of 137 uph on 0.68 ha of total site area.

New Homes

Fairview Business Centre

This site accommodates a range of uses and is considered to be suitable for release from its existing employment designation. There is considered to be significant potential for residential-led mixed use development that capitalises on the canal-side location and proximity to the Crossrail link at Hayes and Harlington Station.



POLICY SA 4: Fairview Business Centre

The Council will support proposals for residential development that contribute to the regeneration of Hayes Town Centre and meet the following criteria:

- The provision of residential development at a density of 70 units per hectare. Higher development density may be acceptable subject to high quality design. Higher density development should be located along the canal side.
- Small scale commercial uses at ground floor level that support residential uses will be considered suitable;
- Development proposals should include a buffer along the western boundary of the site that mitigates impacts on residential amenity from the adjacent industrial use.

The Council will expect all development proposals to provide canal side improvement and contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network.

New Homes

Site Information

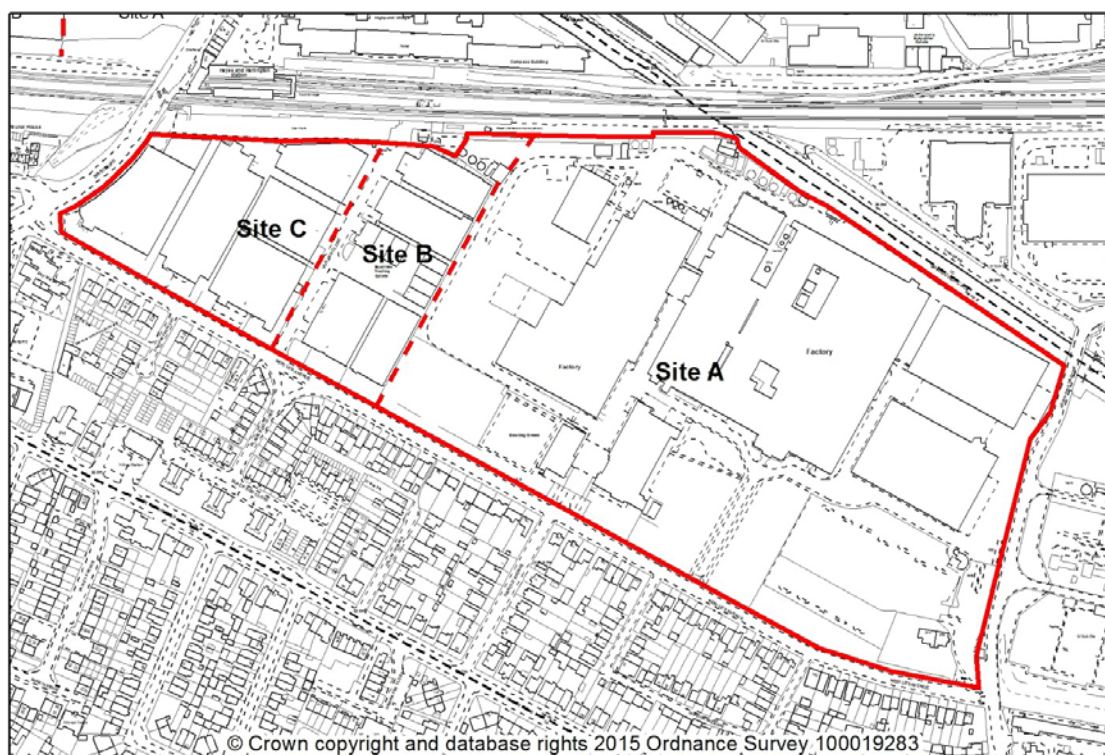
Site name	Fairview Business Centre	
	Site B	Site A
Ward	Botwell	Botwell
Location	25 - 31 Clayton Road	33 - 39 Clayton Road
Area (ha/sqm)	1.03 ha	0.68
PTAL Rating	4	4
Proposed Development	Residential-led mixed use	Residential-led mixed use
Current UDP Designations	Adjacent to Hayes Industrial Business Area; Strategic Canal and River Corridor, Air Quality Management Area	Adjacent to Hayes Town Centre; Strategic Canal and River Corridor, Air Quality Management Area
Proposed Designation	Adjacent to Strategic Industrial Location	None
Existing Use	Warehousing and car service centre	
Relevant Planning History (Most recent)	No relevant history	No relevant history
Proposed Number of Units	72	47
Existing Units	0	0
Net Completions	72	47
Infrastructure Considerations and Constraints	To be negotiated as part of any planning application.	
Flood Risk	Surface Water Flooding; Site specific Flood Risk Assessment required	
Contamination	Potentially contaminated land. Land remediation likely to be required.	
Indicative Phasing	2021- 2026	2016 - 2021
Other information	<p>Due to the site's location and high degree of public transport accessibility, the low end of the London Plan urban density range has been applied.</p> <p>The Council will also consider the release of the Crown Trading Estate to the west should this site become available, taking account of relevant policies in the development plan and the conclusions of the latest evidence base.</p>	

New Homes

Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes

In 2012, Nestle announced the planned closure of its Hayes plant, which is currently used for the manufacture of coffee. The Council is in the early stages of discussion with the landholders about the future of this key development site, but is seeking to bring forward a comprehensive development scheme that includes the adjoining site (Site B).

Proposals will need to take account of a wide range of policy considerations, including those related to transportation, heritage and the wider objective of encouraging economic growth in Hayes town. It is recognised that the overall quantum of uses and the number residential units will be determined through discussions with key stakeholders and the development of a sustainable masterplan.



POLICY SA 5 40: Land to the South of the Railway, including Nestle Site

This is an important strategic site for Hayes town and the borough as a whole. The Council will support proposals that meet the following criteria:

Site A

- The provision of up to 500 units. **Densities higher than 80 uph may be acceptable subject to high quality design.** Higher density development should be located along the canal frontage.
- **A minimum of 20 %** of the site (2.4 ha) should be used for employment generating uses. Suitable uses will include B1 and elements of B2 that are compatible with the residential elements of the scheme.

New Homes

POLICY SA 5 10: Land to the South of the Railway, including Nestle Site

- Small scale commercial uses to support residential uses will be considered suitable;
- 10% of the site (1.2 hectares) should be used for open space and a sports pitch.
- Education Facilities; and
- Proposals should meet the provisions of policies in other parts of the Local Plan
- The provision of community facilities, including a public park.
- Proposals should include a heritage assessment which considers the retention and reuse of Locally Listed structures on this site.
- Proposals should include high quality design that fully integrates the Grand Union Canal, ensures canal-side improvements and maximises the canal's recreational potential.
- Development should contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network

Site B and C

- The provision of up to 474 97 residential units on Site B and 110 residential units on Site C. Proposals should be consistent with the PTAL rating and take account of lower suburban densities to the south; and
- A minimum of 50% of each site (4.85 ha) should contain employment generating uses including B1 office, and suitable B2 light industrial.

As a preference Sites A, ~~and~~ B and C should form a comprehensive development scheme across the whole site, ~~and~~ which:

- Sustains and enhances the significance of the heritage assets;
- Provides pedestrian links to Hayes Town Centre and key transport nodes; and
- Reflects the Council's latest evidence of housing need in terms of the type and tenure of residential units.

~~Development on both sites should meet the requirements of policies in other parts of the Local Plan.~~

New Homes

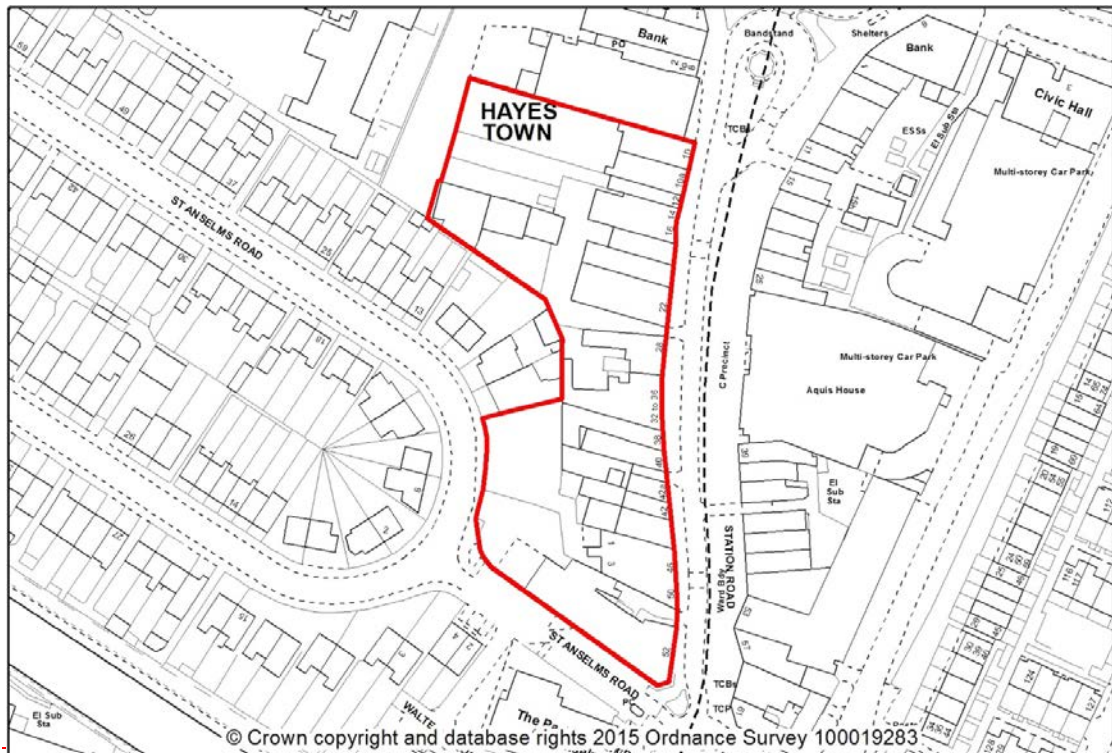
Site Information:

Site name	Land to the South of the Railway, including Nestle Site		
	Site A	Site B	Site C
Ward	Botwell	Botwell	Botwell
Location	Nestle Avenue/ Station Road	Nestle Avenue	Nestle Avenue
Area (ha/sqm)	12 ha	3.7 ha 1.76 ha	2.2 ha
PTAL Ratings	1b, 2, 3	4	4
Proposed Development	Mixed use	Mixed use	Mixed use
Current UDP Designations	Industrial Business Area; Conservation Area; Locally Listed Buildings	Industrial Business Area; Conservation Area	Industrial Business Area
Proposed New Designations	None	None	None
Existing Use	Industrial units	Industrial units, school, garages, caravan sales	Industrial units, garages
Relevant Planning History (Most recent)	No relevant planning history		
Proposed Number of Units	500	207 97	110
Existing Units	0	0	0
Net Completions	500 units	207 97 units	110 units
Infrastructure Considerations	The site is within close proximity to North Hyde sub-station and new buildings should not be located beneath power lines. Drainage infrastructure likely to be required. Site specific proposals should be discussed with National Grid and Thames Water at the earliest possible stage. Further infrastructure considerations are to be negotiated as part of the planning application.		
Flood Risk	Flood Zone 1; Flood Risk Assessment required.		
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.		
Indicative Phasing	2021-2026	2021-2026	2021-2026
Other Information	None	Higher densities should be located adjacent to the canal. None	Multiple land ownership on this site may affect the timescale of delivery

New Homes

Western Core, Hayes

The Western Core area is identified in the saved UDP policies as existing site allocation Policy PR2 for retail and mixed-use development. The adopted site allocation is proposed to be updated and carried forward into the Local Plan Part 2. The site Southern Hillingdon Area Action Plan (SHAPP) as suitable for redevelopment. Whilst it the site is located within the Hayes Town Centre and designated as a primary retail frontage, it is bordered to the west by residential uses. The site contains a varied mix of uses that would benefit from redevelopment.



POLICY SA 6: Western Core, Hayes

The Council will support the development of mixed use development comprising retail units at ground floor level with residential uses above. Proposals will be required to meet the following criteria:

- Residential uses should be developed at a density of 250hr/ha amounting to a density of 80 u/ha with an average of 3.1hr/u;
- Provision of acceptable town centres uses and the removal of non conforming uses;
- Provision of adequate parking and rear servicing; and
- High quality landscaping, where appropriate, around the periphery of the site.

New Homes

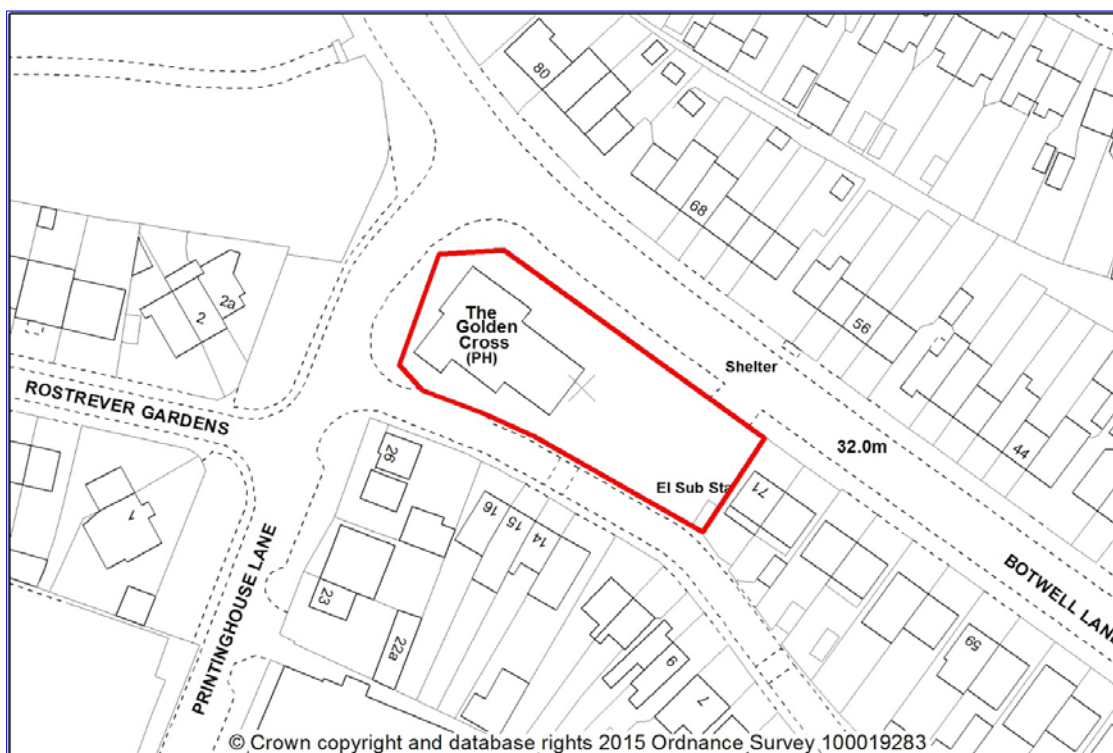
Site Information

Site name	Western Core, Hayes
Ward	Botwell
Location	Station Road, Hayes
Area (ha/sqm)	0.68 ha
PTAL Ratings	3
Proposed Development	Retail scheme with residential above
Current UDP Designations	Existing Hayes Town Centre; primary shopping frontage
Proposed New Designations	None
Existing Use	Retail units
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	60
Existing Units	0
Net Completions	60 units
Infrastructure Considerations and Constraints	To be negotiated as part of any planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021 2021 – 2026
Other Information	Site identified from Hillingdon Southern Area Action Plan and in the LBH Housing Trajectory to deliver 10 units 2016-2021. Proposed residential unit calculation: PTAL 3 Rating of 80 uph. Site is identified in the Hillingdon Housing Trajectory.

New Homes

Golden Cross Public House

Surrounded by three road frontages with Botwell Lane to the north-east, Printing House Lane to the north-west and Golden Crescent to the south-west, the site is located in an established and predominantly residential area, approximately 450 metres to the north-west of Hayes Town Centre. The Council has granted planning permission for the development of 23 residential units on this site.



POLICY SA 6: Golden Cross Public House

The Council will support the provision of residential development on the site up to a maximum of 23 units, in accordance with the existing planning permission (ref: 4607/APP/2013/3144).

Site Information

Site name	Golden Cross Public House
Ward	Botwell
Location	Botwell Lane
Area (ha/sqm)	0.15 ha
PTAL Ratings	2
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Public House

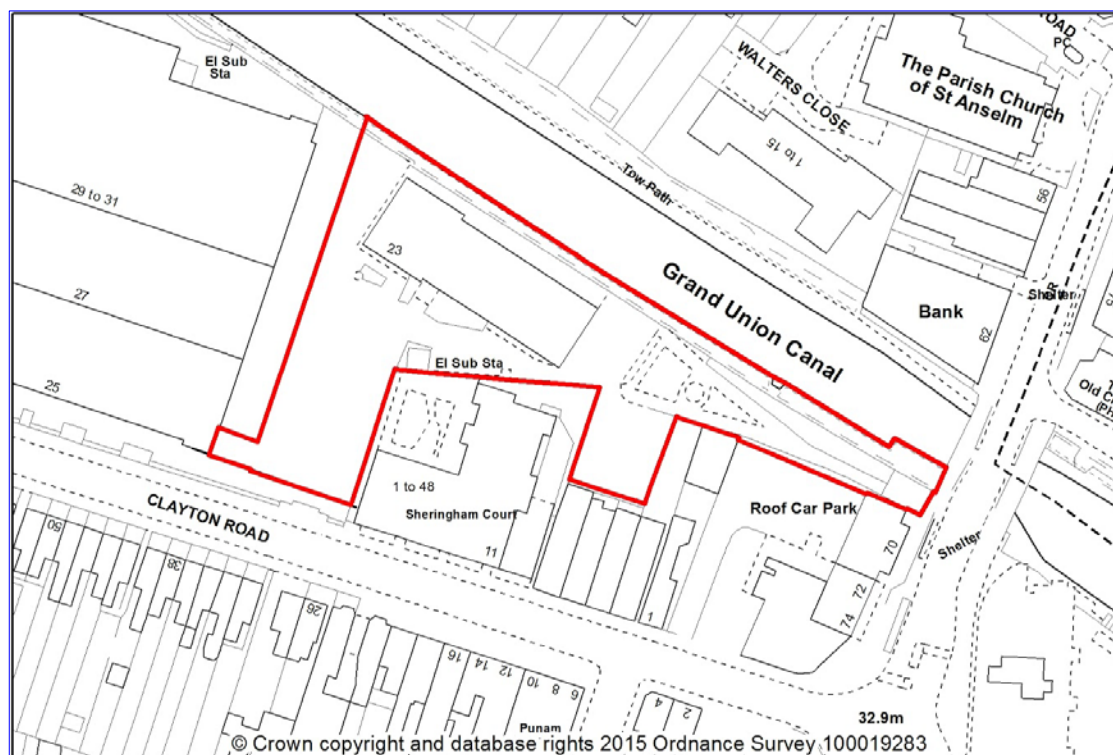
New Homes

Site name	Golden Cross Public House
Relevant Planning History (Most recent)	Residential redevelopment of the site to provide 23 x 1, 2 and 3 bedroom flats with associated access, parking and amenity areas. Approval on 09/07/2014.
Proposed Number of Units	23
Existing Units	0
Net Completions	23 units
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1, Site-specific Flood Risk Assessment identifies mitigation measures and drainage strategy.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 - 2021
Other Information	None

New Homes

Union House, Hayes

Located along the Grand Union Canal within Hayes Town Centre, this site currently comprises a six storey office building. The Council has approved the change of use of offices (Class B1a) to form 46 residential units through the Prior Approvals process.



POLICY SA 7: Union House, Hayes

The Council will support the provision of residential development on the site up to a maximum of 46 units, in accordance with the approved scheme (ref: 35250/APP/2014/4243).

Site Information

Site name	Union House, Hayes
Ward	Botwell
Location	Clayton Road
Area (ha/sqm)	0.4 ha
PTAL Ratings	4
Proposed Development	Residential
Current UDP Designations	Hayes Town Centre
Proposed New Designations	None
Existing Use	Offices

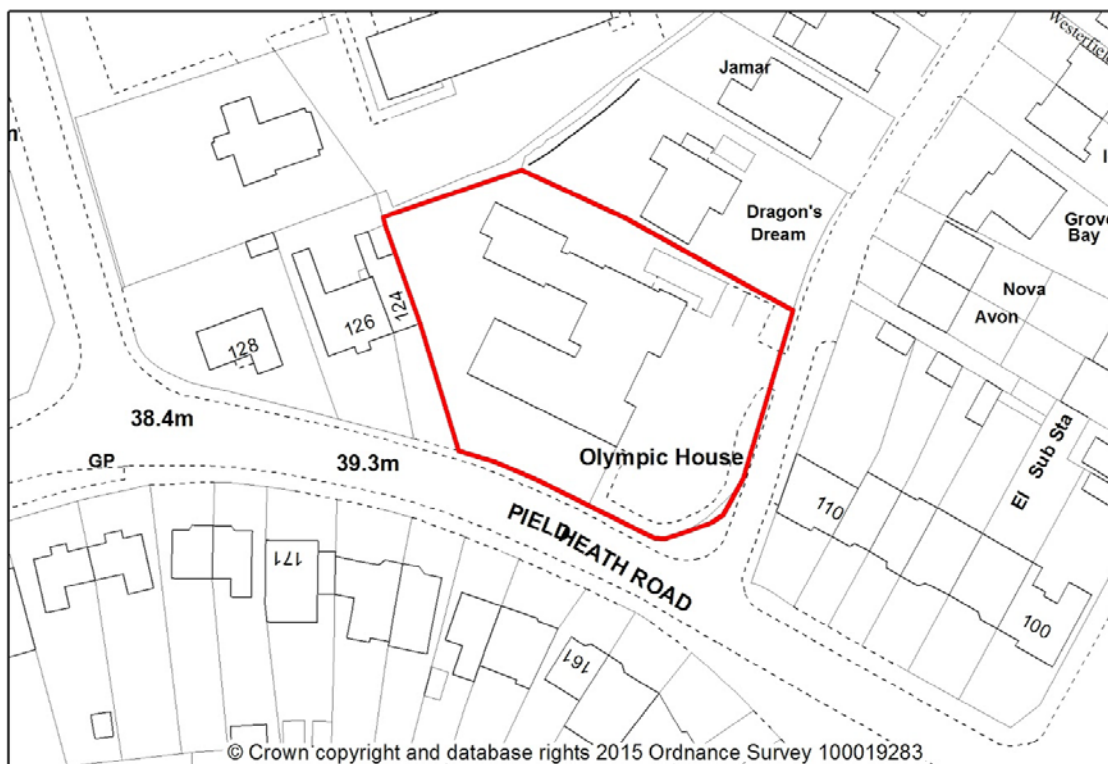
New Homes

Site name	Union House, Hayes
Relevant Planning History (Most recent)	Change of use of offices (Class B1a) to form 46 residential units (Prior Approval). Approval on 24/03/2015.
Proposed Number of Units	46
Existing Units	0
Net Completions	46 units
Infrastructure Considerations and Constraints	No specific considerations identified.
Flood Risk	Flood Zone 1, Site-specific Flood Risk Assessment identifies mitigation measures and drainage strategy.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016-2021
Other Information	None

New Homes

Olympic House, 1a Grove Lane

Olympic House is owned by the London Borough of Hillingdon. The two storey building constructed in the late 1970s/ early 1980s, was originally built for use as accommodation by the Council's Social Services department. Planning permission [has been granted on this site](#) for a residential development expired in 2014 and is intended to be renewed.



Policy SA 8 5: Olympic House, 1a Grove Lane

In accordance with the existing planning permission ([Rref: 18596/APP/2011/2200](#)), the Council will support provision of residential development on the site, up to a maximum of 9 residential units.

~~The Council will seek to secure the development of the site in accordance with this permission.~~

Site Information

Site name	Olympic House, 1a Grove Lane
Ward	Brunel
Location	Junction of Field Heath Road and Grove Road
Area (ha/sqm)	1.7 ha
PTAL Ratings	2
Proposed Development	Residential
Existing UDP Designations	None

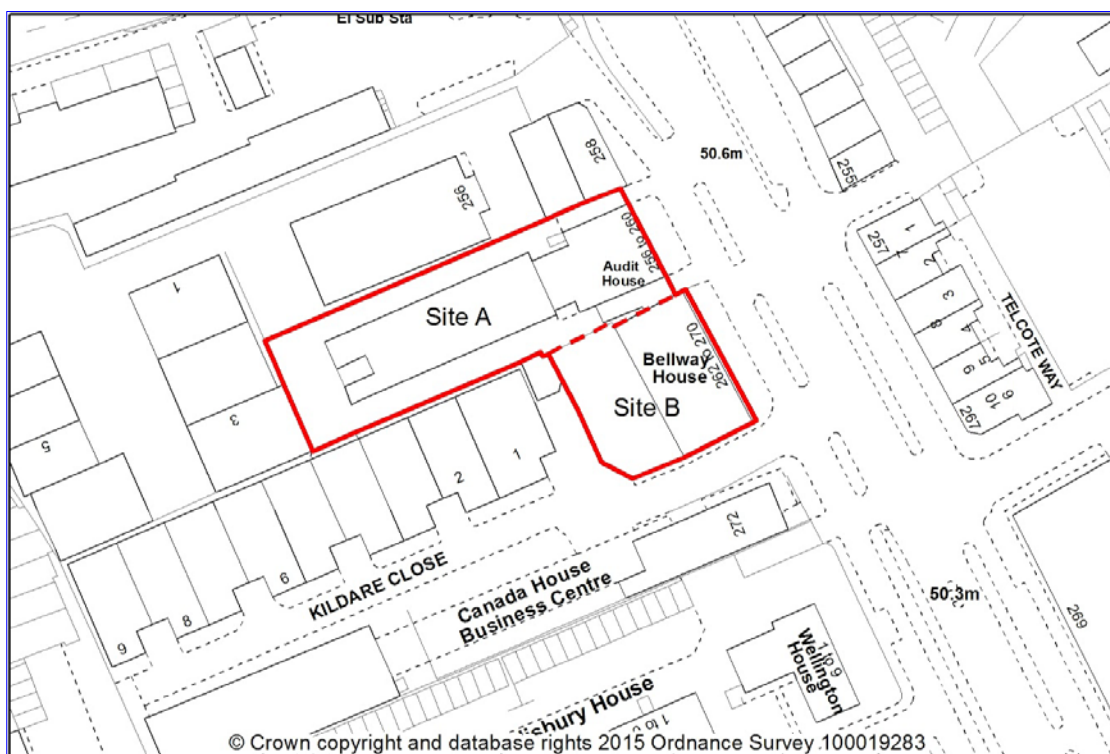
New Homes

Site name	Olympic House, 1a Grove Lane
Proposed New Designations	None
Existing Use	Hostel
Relevant Planning History (Most recent)	Erection of 2 three bed dwellings, 2 two bed dwellings and 5 one bed flats, associated parking landscaping and vehicular access. Permission expired on 14.11.2014.
Proposed Number of Units	9
Existing Units	0
Net Completions	9 units
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1; Ordinary Watercourse.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2011-2016 2016 - 2021
Other Information	Council-owned; site identified in the Hillingdon Housing Trajectory.

New Homes

Audit House and Bellway House, Eastcote

Located on the southern end of Eastcote Town Centre, Audit House currently accommodates a 3-storey office building. Prior Approval has been given for the provision of 22 residential units. Bellway House sits adjacent to Audit House and is currently used as an educational facility. Prior Approval has been granted for the change of use of Bellway House from B1/D1 use to provide residential flats.



POLICY SA 9: Audit and Bellway House, Eastcote

The Council will support the provision of residential development on the site up to a maximum of 34 units in accordance with the approved schemes (ref: 19365/APP/2014/2727 and 18454/APP/2013/2449).

Site Information

Site name	Site A Audit House	Site B Bellway House
Ward	Cavendish	Cavendish
Location	Field End Road	Field End Road
Area (ha/sqm)	0.2 ha	0.67 ha
PTAL Ratings	3	3
Existing UDP Designations	Eastcote Town Centre	Eastcote Town Centre

New Homes

Site name	Site A Audit House	Site B Bellway House
Proposed New Designations	None	None
Existing Use	Office	Office / Education facility
Relevant Planning History (Most recent)	Change of use from B1 (Offices) to C3 (Dwelling houses) to create 22 self contained flats (Prior Approval). Approval on 25.09.2014.	Change of Use of 4 storey commercial premises (Use Class B1 & D1) to Residential (Use Class C3) to comprise 12 x 2 bedroom flats, 13 car parking spaces and amenity space (Prior Approval). Approval on 31.01.2014.
Proposed Number of Units	22	12
Existing Units	0	0
Net Completions	22 units	12 units
Infrastructure Considerations and Constraints	No specific considerations identified	No specific considerations identified
Flood Risk	Flood Zone 1	Flood Zone 1
Contamination	Change of use proposal concerns external alteration to existing floors and will have no direct impact on the underlying ground surface.	Change of use proposal concerns external alteration to existing floors and will have no direct impact on the underlying ground surface.
Indicative Phasing	2011-2016	2011-2016
Other Information	None	None

New Homes

269-285 Field End Road, Eastcote

The site is located ~~outside the~~ adjacent to the Eastcote Town Centre boundary and is currently occupied by an office building. Given the suburban nature of surrounding uses the site is considered to be suitable for residential use.



POLICY SA 10 2: 269-285 Field End Road, Eastcote

The Council will support proposals for residential development ~~at~~ on this site. Proposals should meet the following criteria:

- Provision of up to 23 residential units; and
- Adequate parking and landscaping should be provided on the site.
- ~~Development on the site should meet the requirements of policies in other parts of the Local Plan.~~

Site Information

Site name	269-285 Field End Road, Eastcote
Ward	Cavendish
Location	Junction of Field End Road/Sunningdale Avenue
Area (ha/sqm)	0.3765 ha
PTAL Rating	3
Proposed Development	Residential

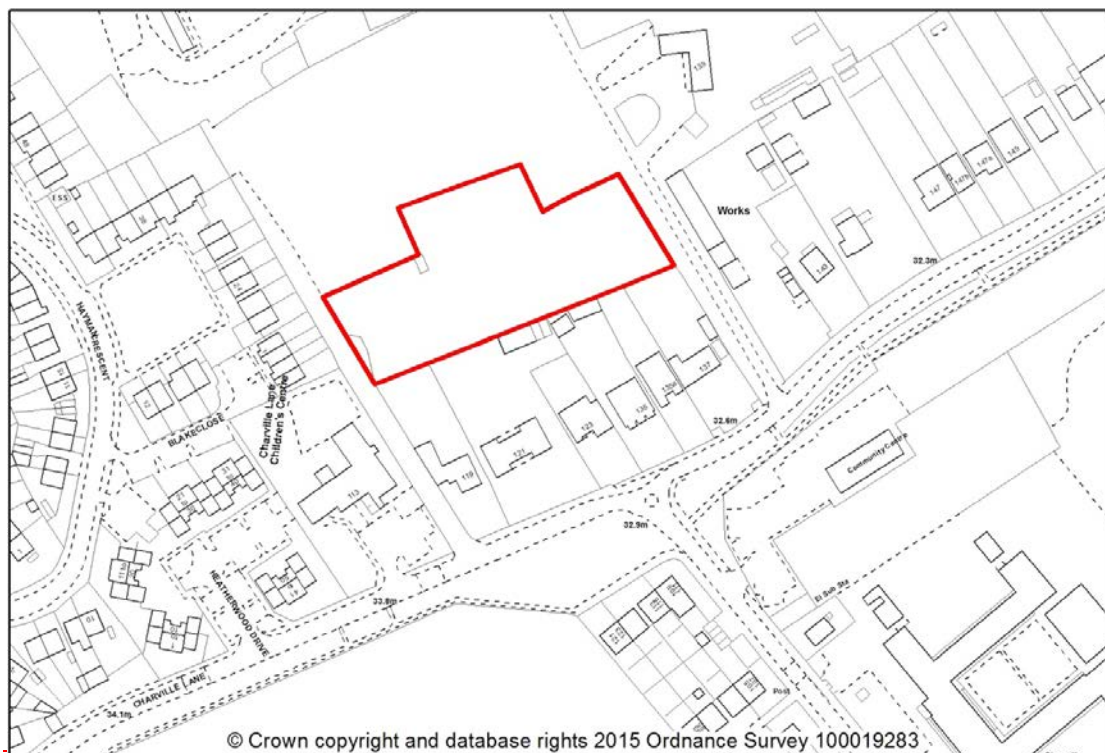
New Homes

Site name	269-285 Field End Road, Eastcote
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Offices and education facility
Relevant Planning History	No relevant planning history
Proposed Number of Units	23
Existing Units	0
Net Completions	23 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Part of site potentially contaminated due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021 2021 - 2026
Other Information	None Site identified in the Hillingdon Housing Trajectory.

New Homes

Land to the rear of 119-137 Charville Lane, Hayes

This site is currently designated as Green Belt and is considered suitable for release to housing in accordance with the approved planning permission.



POLICY SA 7 12: Land to the rear of 119-137 Charville Lane

The Council will support provision of residential development on the site up to a maximum of 14 units, in accordance with the existing planning permission (Ref: 38290/APP/2006/2501).

Site Information

Site name	Land to the rear of 119-137 Charville Lane
Ward	Charville
Location	Land at the rear of 119-137 Charville Lane, Hayes
Area (ha/sqm)	0.48 ha
PTAL Rating	4b
Proposed Development	Residential
Current UPD Designations	Green Belt
Proposed New Designations	None
Existing Use	Greenfield land
Relevant Planning History (Most recent)	Erection of 4 three bedroom and 6 two bedroom dwelling houses and 4 one bed flats with associated parking. Approval on 04.05.2007.

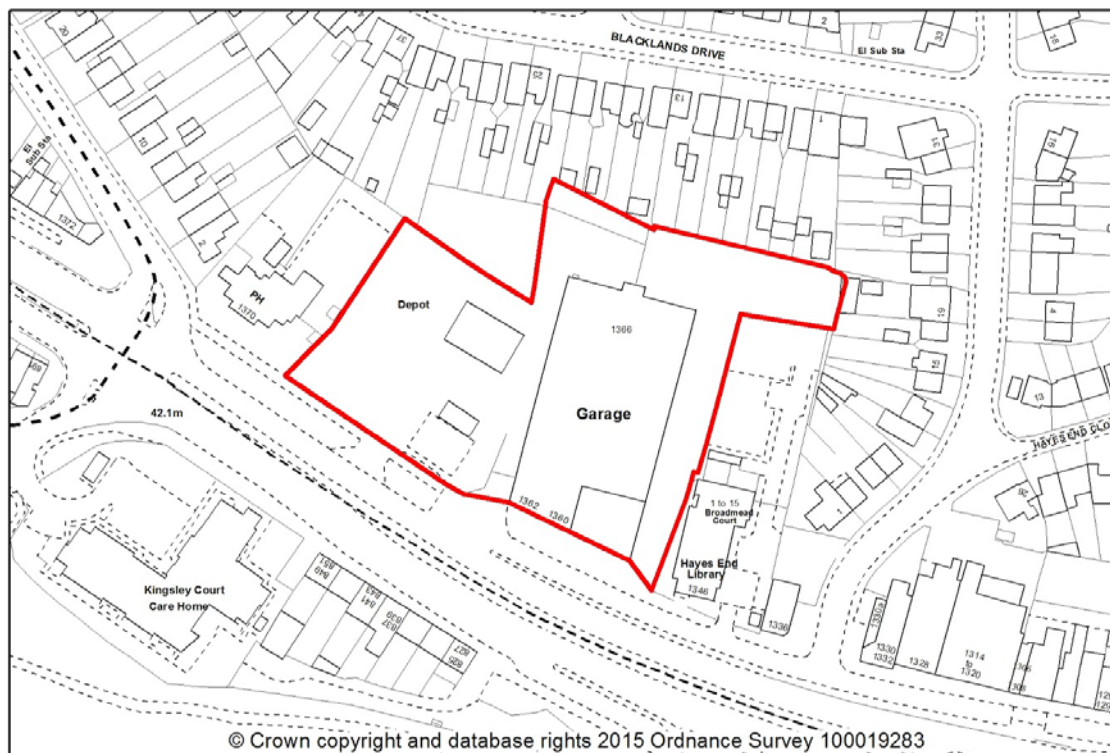
New Homes

Site name	Land to the rear of 119-137 Charville Lane
Proposed Number of Units	14
Existing Units	0
Net Completions	14 units
Infrastructure Considerations and Constraints	As per extant consent.
Flood risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2011-2016
Other Information	None Site identified in the Hillingdon Housing Trajectory.

New Homes

Charles Wilson Engineers, Uxbridge Road

The site is located on the northern side of Uxbridge Road and comprises various commercial uses. The Council will support the development of residential uses on this site.



POLICY SA 11 3: Charles Wilson Engineers, Uxbridge Road

The Council will support proposals for residential development at this site. Proposals should meet the following criteria:

- Provision of 34-43 residential units; [and](#)
- Adequate parking and landscaping should be provided on the site.; ~~and~~
- ~~Development on the site should meet the requirements of policies in other parts of the Local Plan.~~

Site Information

Site name	Charles Wilson Engineers, Uxbridge Road
Ward	Charville
Location	Uxbridge Road
Area (ha/sqm)	0.85 ha
PTAL Rating	2
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None

New Homes

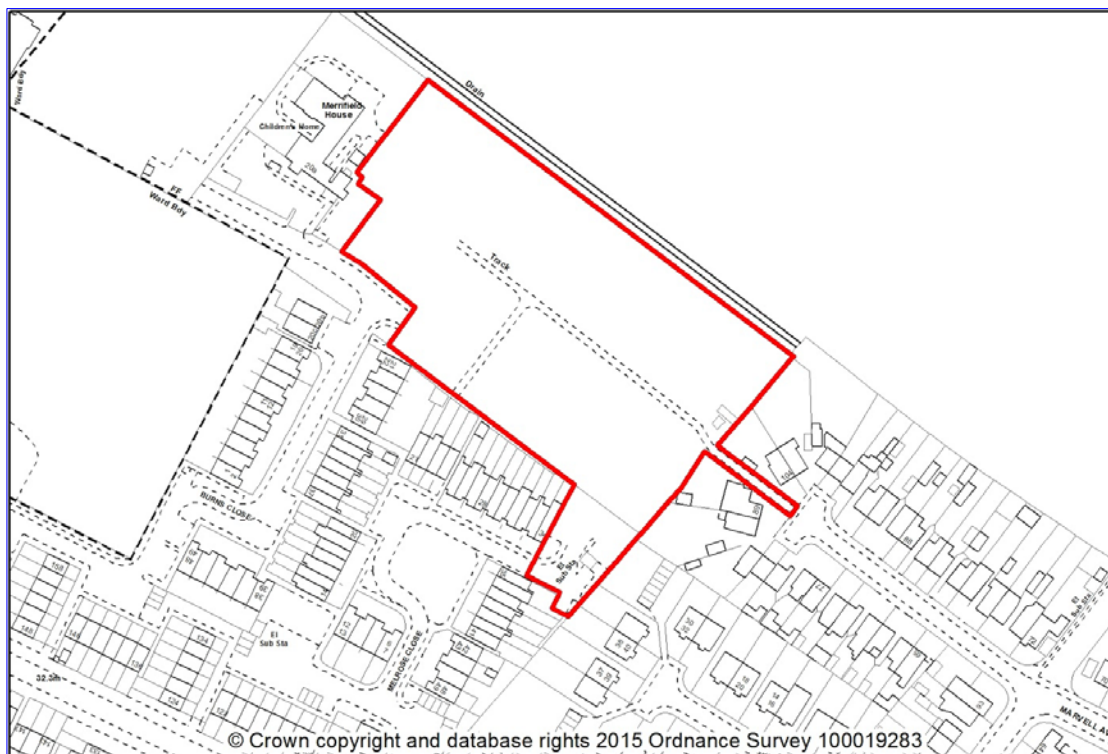
Site name	Charles Wilson Engineers, Uxbridge Road
Existing Use	Commercial uses
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	34-43
Existing Units	0
Net Completions	34-43 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021 2021 - 2026
Other Information	None Site identified in the Hillingdon Housing Trajectory.

New Homes

Former Allotments and Melrose Close Car Park, Burns Close

The site adjoins designated Green Belt land, a Nature Conservation Site of Metropolitan or Borough Grade I Importance and Nature Reserve to the North East. To the north-west, the site adjoins the Local Authority managed Respite Care Home.

Planning consent for 79 residential units, including 14 supported housing units, was granted in 2011 and has now expired. It is understood that a new planning application to renew this consent will be submitted shortly.



POLICY SA 12: Former Allotments and Melrose Close Car Park, Burns Close

The Council will support the provision of residential development on the site up to a maximum of 83 units. Development proposals should meet the following criteria:

- The provision of a mix of supported and conventional housing;
- Adequate parking, cycle storage, landscaping and amenity space should be provided on the site in accordance with the Councils standards;
- Development of the site should maintain vehicular access from Melrose Close and Burns Close; and
- Development should safeguard the residential and visual amenity of the surrounding area.

New Homes

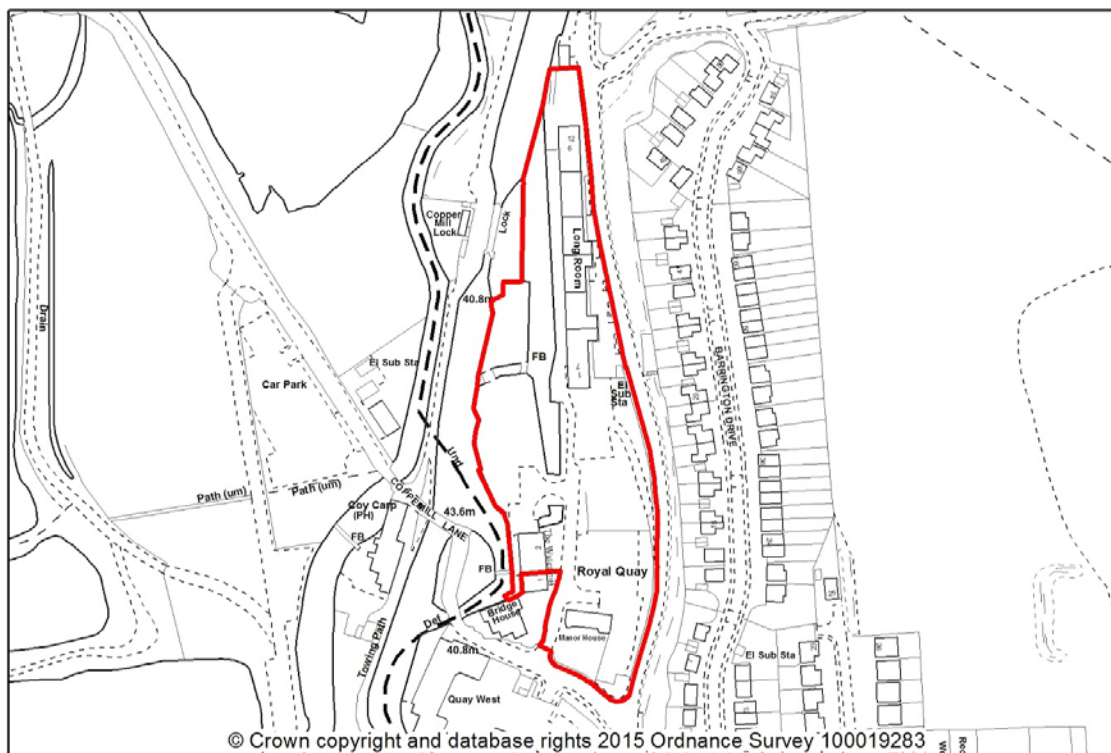
Site Information

Site name	Former Allotments and Melrose Close Car Park, Burns Close
Ward	Charville
Location	Burns Close
Area (ha/sqm)	1.21 ha
PTAL Rating	1
Proposed Development	Residential
Current UDP Designations	None; adjacent to Green Belt, Nature Conservation Site of Metropolitan or Borough Grade I Importance and Nature Reserve
Proposed Designation	None
Existing Use	Open space/car park
Relevant Planning History (Most recent)	Redevelopment of former allotment site to accommodate a residential development of 79 dwellings (13 x 2 storey houses, 1 x 2 storey flatted block containing 24 dwellings, 1 x 2 storey flatted block containing 28 dwellings, and 1 x 2 storey block containing 14 supported housing units), associated landscaping, boundary treatment, parking and access arrangements. Approval on 22.11.2011 (permission expired).
Proposed Number of Units	83
Existing Units	0
Net Completions	83 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood risk	Flood Zone 1; surface water drainage to be addressed.
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016 - 2021
Other Information	Council-owned site; 35% of all units to be provided as affordable housing; previous ecological assessment to be reviewed.

New Homes

Royal Quay, Summerhouse Lane

The site is located on the western side of Summerhouse Lane ~~and currently forms part of an Industrial Business Area~~ within the Coppermill Lock Conservation Area. It lies in close proximity to a number of historic structures and falls within the proposed Colne Valley Archaeological Priority Zone. The Council has approved proposals for residential and mixed use development on this site. ~~The Council will support the development of a residential led mixed use residential led development at this site.~~



POLICY SA 13 14: Royal Quay, Summerhouse Lane

~~Proposals for residential development should meet the following criteria: The Council will ensure the site is developed in accordance with the following principles to be consistent with the approved schemes. Provision of up to x residential units;~~

- ~~• Provision of suitable employment uses to be discussed with the Council; and~~
- ~~• Adequate parking and landscaping should be provided on the site.; and~~
- Development on the site should meet the requirements of policies in other parts of the Local Plan.

New Homes

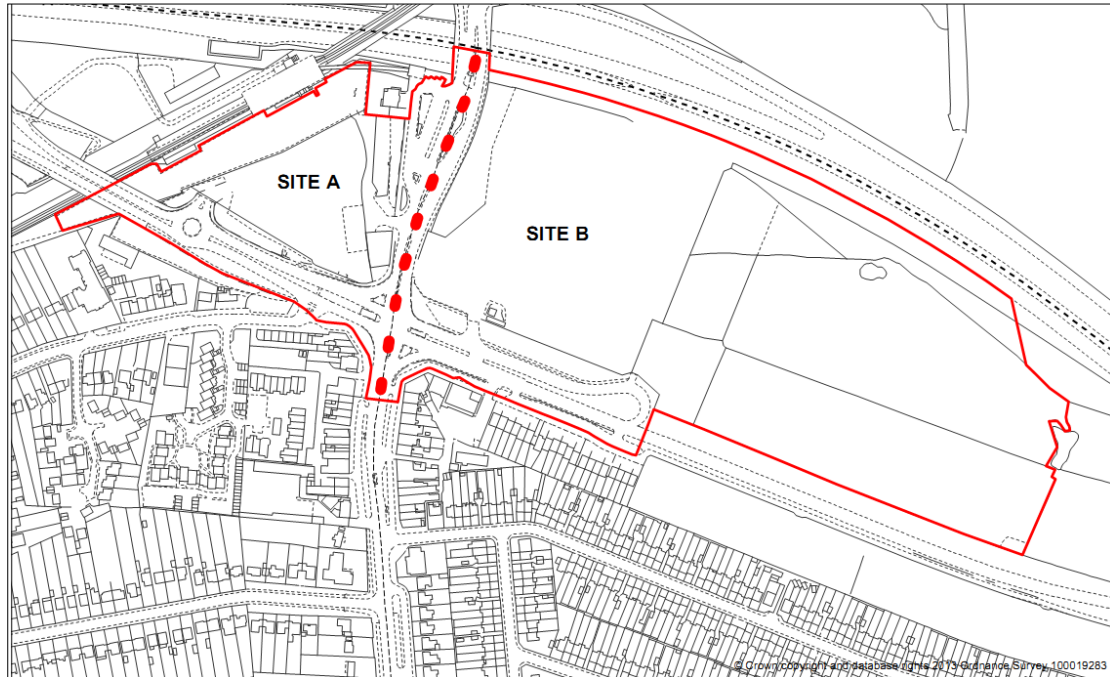
Site Information

Site name	Royal Quay, Summerhouse Lane
Ward	Harefield
Location	Summerhouse Lane
Area (ha/sqm)	0.49 1.6 ha
PTAL Rating	1a/0
Proposed Development	Residential
Current UDP Designations	Industrial Business Area; Conservation Area; adjacent to Listed Buildings and Locally Listed Buildings.
Proposed New Designations	Archaeological Priority Zone
Existing Use	Residential
Relevant Planning History (Most recent)	<p>A planning application has been submitted for the following:</p> <p>Conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, construction of 9 x 3-bed three-storey houses and 10 x 4-bed four-storey houses and a three-storey building comprising 6 x 2-bed flats, refurbishment of the Long Room for continued office use, together with associated car parking and landscaping. Approval on 31/10/2013.</p> <p>Conversion of office building into 30 flats (5 x 1 bedroom, 19 x 2 bedroom and 6 x 3 bedroom flats) (Prior Approval). Approval on 10.02.2014.</p> <p>Erection of 1 x 3 bedroom and 2 x 4 bedroom dwellings with associated car parking and landscaping (43159/APP/2015/883). Approval on 08.05.2015.</p> <p>Application awaiting determination.</p>
Proposed Number of Units	87
Existing Units	0
Net Completions	87 units
Infrastructure Considerations and Constraints	TBC As per the extant permissions.
Flood Risk	Flood Zone 1; Drainage and foul water sewer capacity issues; sufficient developable area outside Flood Zones 2 and 3; Flood Zone areas to be retained for open space; Site specific Flood Risk Assessment in place.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016-2021
Other Information	Site identified in the Hillingdon Housing Trajectory.

New Homes

Master Brewer and Hillingdon Circus, Hillingdon

Hillingdon Circus forms the north western and north eastern corners of land at the junction of Western Avenue and Long Lane and is bounded by the existing A40 Western Avenue to the south. The sites are considered to be suitable for **residential-led** mixed use development.



POLICY SA 14 24: Master Brewer and Hillingdon Circus, Hillingdon

The Council will support ~~the development of a~~ mixed use ~~scheme at this site.~~ proposals ~~will be required to that~~ meet the following criteria:

Site A

- The scale of any retail or leisure development should be in keeping with North Hillingdon's status as a Local Centre.
- Secure substantial planting and landscaping in association with any development.
- Promote a mix of uses that takes advantage of the north/south east/west communications network to serve borough-wide and community interests.
- Secure the provision, where appropriate, of leisure, social and community facilities.
- Environmental improvements and landscaping as necessary to enhance the local shopping and residential environment.

POLICY SA 14 24: Master Brewer and Hillingdon Circus, Hillingdon

Site B

Development within the Green Belt should:

- Reinforce and enhance the Green Belt Landscape to improve its visual function;
- Improve access to Freezeland Covert to promote open space of recreational value;
- Secure effective management, including planting of woodland at Freezeland Covert and the pond;
- Enhance ecological and wildlife interest on land west of Freezeland Covert; and
- Enhance pedestrian access between the Green Belt areas east and west of Long Lane.

Development within the developed areas should:

- Secure substantial planting and landscaping in association with any development;
- Promote a mix of uses that takes advantage of the north/south east/west communications network to serve borough-wide and community interests;
- Environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and
- Result in public transport improvements particularly North/South links.

Should proposals come forward that involve the development of Sites A and B for predominantly residential purposes, the following key principles will need to be considered.

- A range of housing types and tenure will need to be provided on the site, to reflect the conclusions of the Council's latest Housing Market Assessment.
- The key urban design principles should result in the creation of a neighbourhood with clearly defined links to the main shopping area in North Hillingdon, where the scale and massing of buildings reflects local character and the PTAL rating of the site.
- Whilst the nature of the scheme will be predominantly residential, the Council will accept a proportion of other uses that are appropriate to the site's location within the North Hillingdon Local Centre, including a hotel, restaurant and small scale retail.

All proposals across Sites A and B should:

- Be of a scale that is in keeping with the Local Centre; and
- Form a comprehensive development scheme across the whole site.

The cumulative impact of any proposed retail or leisure development on this site and the adjoining Master Brewer site will be taken into account by the Council when considering any future proposed scheme; in particular in terms of their likely effects on surrounding residential areas and shopping centres, public transport services and the local road network.

- ~~Meet the requirements of other Local Plan policies.~~

New Homes

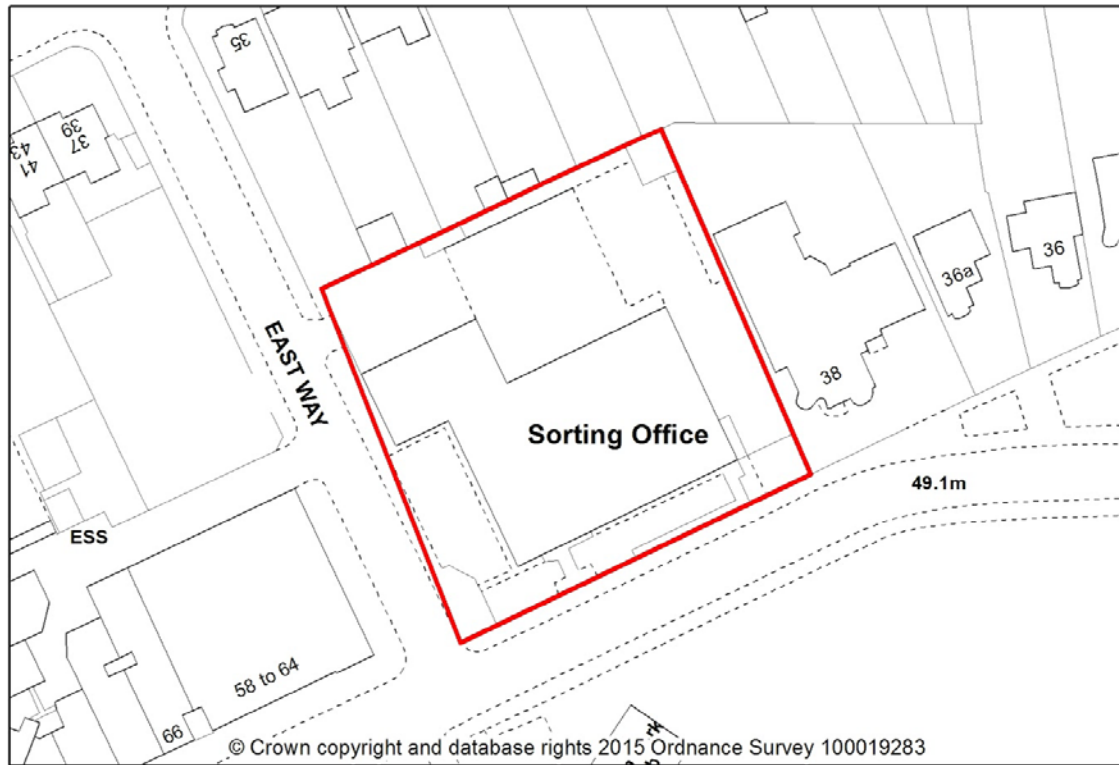
Site Information

Site name	Master Brewer and Hillingdon Circus, Hillingdon	
	Site A Hillingdon Circus	Site B Master Brewer
Ward	Hillingdon East	Uxbridge North
Location	Western Avenue/Long Lane	Long Lane/ Freezeland Way
Area (ha/sqm)	9.65 ha	3.2 ha
PTAL Rating	2/3	3
Proposed Development	Mixed use	Mixed use
Current UDP Designations	Local Centre	Local Centre, Green Belt
Proposed New Designation	None	Nature Conservation Site of Metropolitan or Borough Grade 1 Importance
Existing Use	Site is currently vacant	Site is currently vacant
Relevant Planning History (Most recent)	Extant permission for office space. Other applications on the site have either been refused or withdrawn.	A planning application has been submitted for mixed use development including the following: Extant permission for Erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highways alterations together with landscape improvements Application awaiting determination.
Proposed Number of Units	125 – 205	125 -184
Existing Units	0	0
Net Completions	125 - 205 units	107-184 125 units
Infrastructure Considerations and Constraints	To be determined through the planning application	
Flood Risk	Flood Zones 3b, 2 and 1; sufficient developable area in Flood Zone 1; flood plain areas to be retained for open space.	
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016-2021	2016-2021
Other Information	Site identified in Hillingdon's Housing Trajectory to deliver 125 units.	Site identified in Hillingdon's Housing Trajectory to deliver 125 units.

New Homes

Royal Mail Sorting Office, Park Way, Ruislip Manor

The Royal Mail Sorting Office is located at the junction of Park Way and East Way, Ruislip Manor. The site is located in Ruislip Manor Town Centre, but is surrounded by residential uses to the north and west. As such, it is considered suitable for residential development.



POLICY SA 15: Royal Mail Sorting Office, Park Way, Ruislip Manor

Proposals for residential development should meet the following criteria:

- Provision of up to 22 residential units;
- ~~The site should be excluded from the Ruislip Manor Town Centre boundary; and~~
- Adequate parking and landscaping should be provided in accordance with Council standards. ~~and~~
- ~~Proposals should meet the requirements of policies in other parts of the Local Plan.~~

New Homes

Site Information

Site name	Royal Mail Sorting Office, Park Way, Ruislip Manor
Ward	Manor
Location	Junction of Park Way and East Way
Area (ha/sqm)	0.27 ha
PTAL Ratings	3
Proposed Development	Residential
Current UDP Designations	Ruislip Manor Town Centre
Proposed New Designations	None
Existing Use	Industrial
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	22
Existing Units	0
Net completions	22 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021-2026
Other Information	Proposed residential units calculation: PTAL 3 Rating @ 85 uph. Site identified in the Hillingdon Housing Trajectory. the site is considered suitable for development at a density

New Homes

Northwood Station, Green Lane

The site currently accommodates Northwood Underground Station and a mix of 2 - 4 storey employment and retail uses. Located in the north of the Borough on the junction of the B469 Green Lane and Eastbury Road, it presents a significant opportunity for a mix of high quality retail and residential development that improves the appearance of Northwood District Centre and sustains and enhances the significance of the Northwood Town Centre and Green Lane Conservation Area, as well as the Frithwood Conservation Area.



POLICY SA 16: Northwood Station, Green Lane

The site is considered suitable for residential and retail development, subject to the following criteria:

- Redevelopment of Northwood Station, including the provision of an improved station entrance, transport interchange and step - free access;
- Provision of residential units, which must include affordable housing and an appropriate mix of units. Other main town centre uses may be acceptable.
- Retention of existing retail units and the provision of new retail uses at ground floor level, providing active road frontages. New retail provision (comparison and convenience) should enhance viability and vitality, be of scale that is appropriate for Northwood District Centre and take account of the latest evidence on retail need.
- The redevelopment should include the provision of a public space, landscaping and public realm improvements and enhance east-west pedestrian linkages within the District Centre;
- Provision of amenity space in accordance with the Council's standards. Consideration should also be given to neighbouring amenity, in terms of traffic, noise, light, odour and dust as well as impacts from the railway;

New Homes

POLICY SA 16: Northwood Station, Green Lane

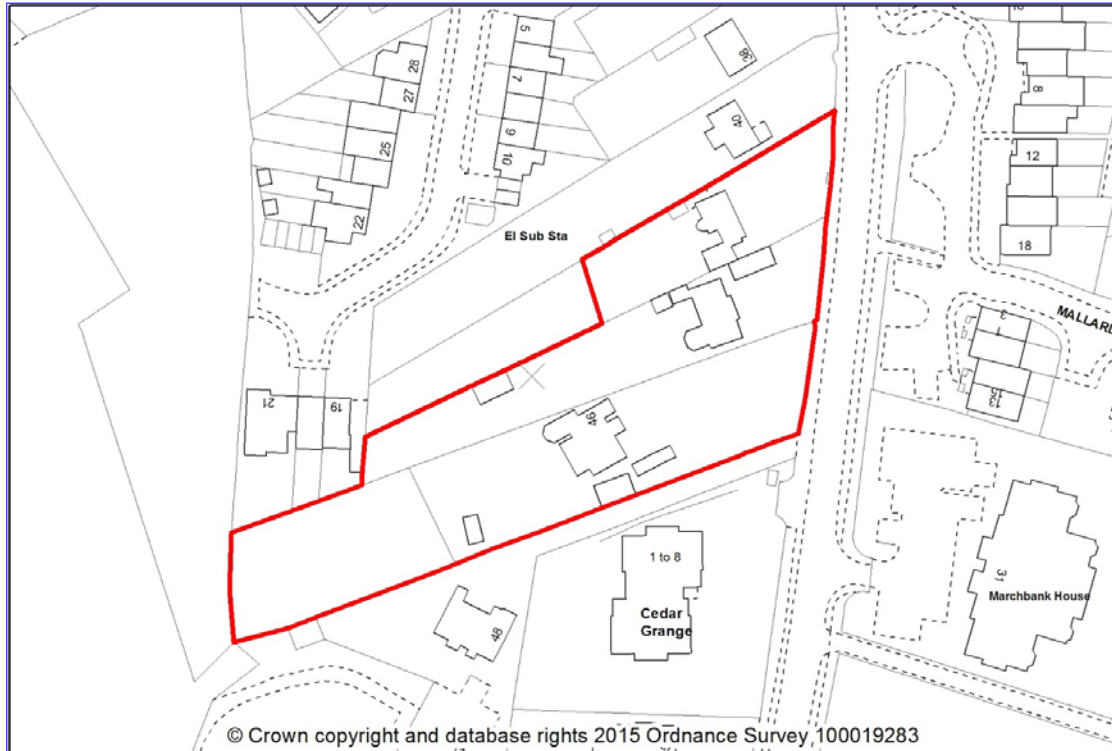
- Retention of existing commuter car parking spaces; provision of drop off/pick up spaces and parking spaces for residential units in accordance with the Council's standards;
- Retention or re-provision of bus/vehicle circulation space;
- The redevelopment should sustain and enhance the significance of the adjacent Conservation Areas and their settings and retain buildings that contribute to the character and appearance of the local area. Justification for any loss of significance will need to accord with the requirements of the National Planning Policy Framework; and
- The Council will expect redevelopment proposals to reflect the scale and character of the surrounding townscape and make a positive contribution to local character and distinctiveness. Whilst the London Plan density guidance indicates that a density range for urban settings is suitable near transport nodes, capacity on this site should be led by high quality design, taking account of the site's prominent location and sub-urban character of the surrounding area.

Site name	Northwood Station, Green Lane
Ward	Northwood
Location	Junction of B469 Green Lane / Eastbury Road
Area (ha/sqm)	1.6
PTAL Ratings	3
Proposed Development	Mixed use
Current UDP Designations	District Centre, Conservation Areas, adjacent to Area of Special Local Character and Locally Listed Buildings; Primary and Secondary Retail Frontages
Proposed New Designations	None
Existing Use	Employment and retail
Relevant Planning History (Most recent)	None
Proposed Number of Units	Proposed number of units to be determined by design
Existing Units	0
Net completions	Proposed number of units to be determined by design
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1, Critical Drainage Area
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026; development phasing to be agreed prior to submission of a planning application
Other Information	Appropriate design to be agreed prior to the submission of a planning application.

New Homes

42 - 46 Duck's Hill Road, Northwood

This site is located in the north of the Borough and surrounded by predominantly residential uses. The Council has granted planning permission for the provision of 10 residential units on this site.



POLICY SA 17: 42- 46 Ducks Hill Road

The Council will support the provision of residential development on the site up to a maximum of 10 units, in accordance with the existing planning permission ref 49987/APP/2013/1451.

Site Information

Site name	42- 46 Ducks Hill Road
Ward	Northwood
Location	Ducks Hill Road
Area (ha/sqm)	0.5 ha
PTAL Rating	1b
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Residential

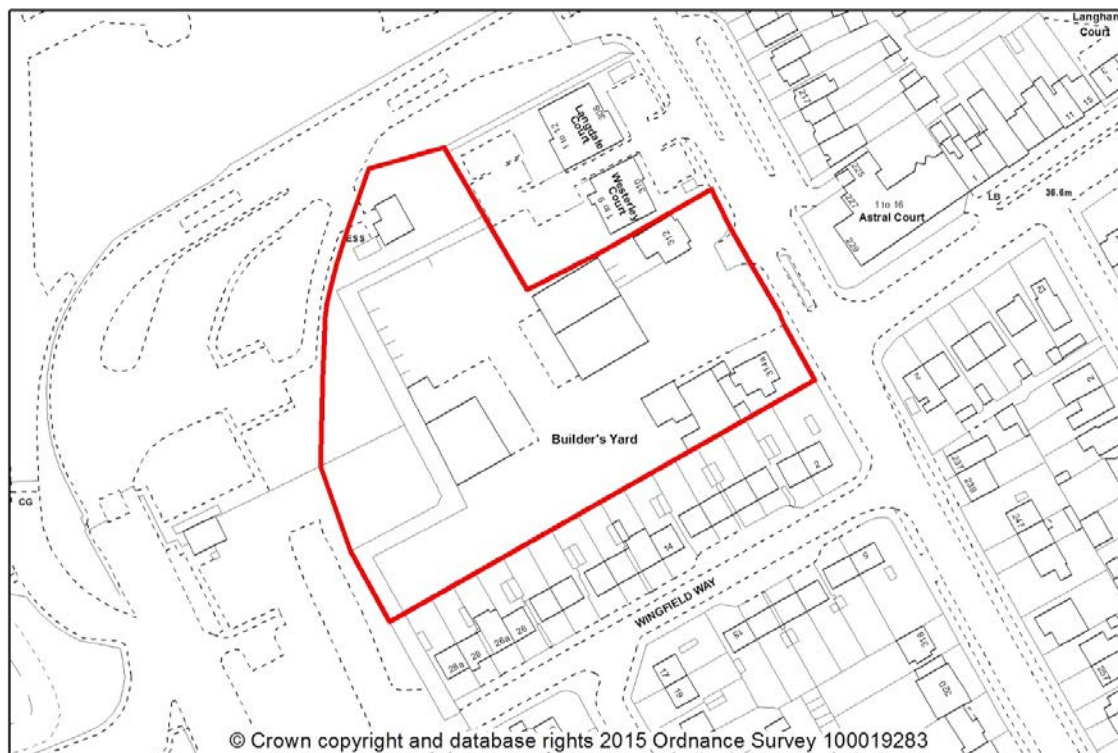
New Homes

Site name	42- 46 Ducks Hill Road
Relevant Planning History (Most recent)	Redevelopment of site to provide 10 detached 5 bedroom houses with roof space accommodation and garage/garden room buildings and a car port, with associated access, parking and landscaping (involving demolition of 3 detached houses) Approval on 07.01.2014.
Proposed Number of Units	10
Existing Units	3
Net Completions	7
Infrastructure Considerations and Constraints	As per extant consent
Flood risk	Flood Zone 1, Site-specific Flood Risk Assessment sets out Drainage Strategy.
Contamination	None
Indicative Phasing	2011 - 2016
Other Information	None

New Homes

West End Road, South Ruislip

The site is located to the north of Wingfield Way, adjacent to West End Road. Notwithstanding the current use of the site as a builder's merchant, it is ~~located in a highly~~ surrounded by residential area development and is considered suitable for residential use.



POLICY SA 18: West End Road, South Ruislip

Given the predominantly residential character of the surrounding area, it is considered that the site could accommodate residential development. Proposals should ~~meet the following criteria-deliver~~ :

- 30-44 residential units; and
- Adequate parking and landscaping should be provided on the site.; and
- ~~Development on the site should meet the requirements of policies in other parts of the Local Plan.~~

Site Information

Site name	West End Road, South Ruislip
Ward	South Ruislip
Location	West End Road
Area (ha/sqm)	1 ha
PTAL Rating	2

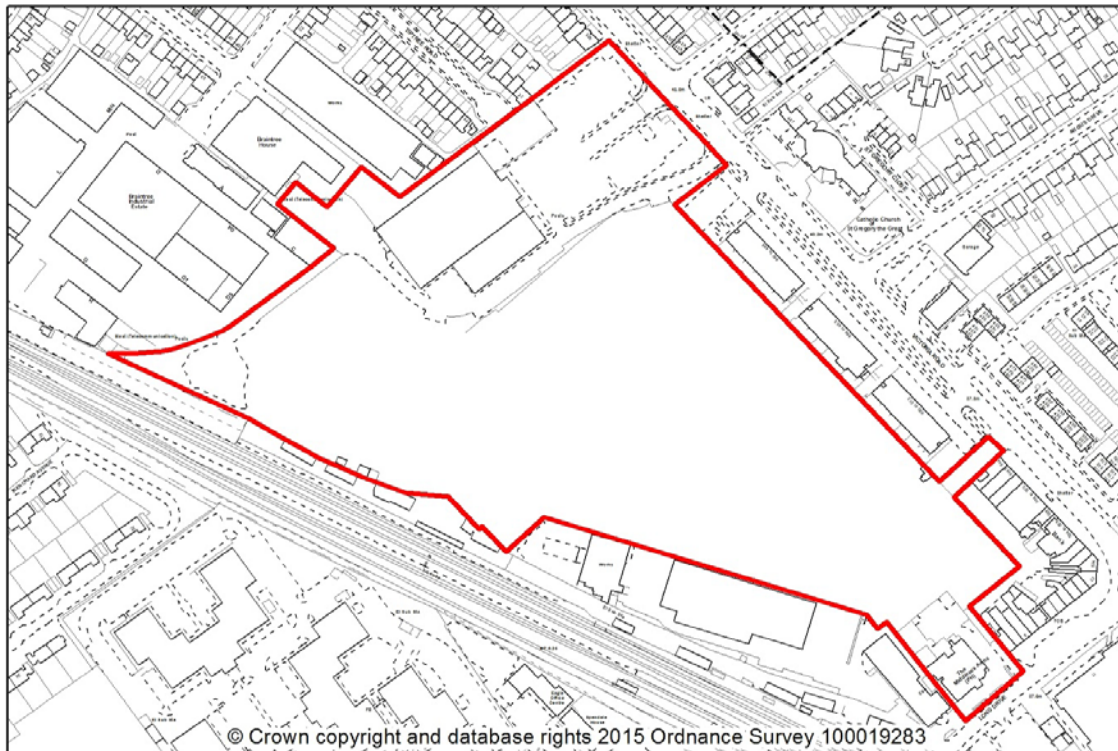
New Homes

Site name	West End Road, South Ruislip
Proposed Development	Residential
Current UDP Designations	Area of open character
Proposed New Designations	None
Existing Use	Builders merchant
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	30-44
Existing Units	0
Net Completions	30-44 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site-specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood risk	Flood Zone 1, Site-specific Flood Risk Assessment required
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021 2021 - 2026
Other Information	Proposed residential units based on SHLAA assumptions. Site identified in the Hillingdon Housing Trajectory.

New Homes

Braintree Road, South Ruislip

The Braintree Road site is ~~an Industrial Business Area~~ an existing employment designation on Victoria Road, South Ruislip that is proposed to be released for mixed use development. The Arla Foods element of the site has remained vacant for a number of years and ~~is considered suitable for~~ has been subject to planning consent for mixed use development. ~~including B4 uses~~



POLICY SA 19: Braintree Road, South Ruislip

This site represents a significant development opportunity to deliver regeneration in South Ruislip. The Council will support mixed use development ~~in accordance with the existing planning permission (ref: 66819/APP/2014/1600).~~ ~~proposals that do not have a significant adverse impact on South Ruislip or the wider area.~~ Proposals will be assessed against the following criteria:

- ~~• The provision of up to 132 residential units~~
- ~~• The provision of retail development that does not adversely impact on surrounding centres the hierarchy of the centres in the borough;~~
- ~~• Development proposals should have a positive effect on South Ruislip;~~
- ~~• The scale of development should The addition of leisure based uses, such as a multiplex cinema, will be supported subject to the above;~~
- ~~• The Council will support some retail development on the site that does not adversely impact on surrounding centres; and~~
- ~~• Transportation issues are key to the development of this site. In particular the capacity of the junction between Long Drive and Victoria Road should be addressed.; and~~

New Homes

POLICY SA 19: Braintree Road, South Ruislip

- Development proposals should meet the requirements of policies in other parts of the Local Plan.

Site Information

Site name	Braintree Road, South Ruislip
Ward	South Ruislip
Location	Braintree Road
Area (ha/sqm)	7.1 ha
PTAL Ratings	1b
Proposed Development	Mixed Use Residential
Current UDP Designations	Industrial Business Area; Local Centre; adjacent to Air Quality Management Area
Proposed New Designations	Adjacent to Locally Significant Industrial Site
Existing Use	Industrial units
Relevant Planning History (Most recent)	<p>A planning application has been submitted for the following:</p> <p>Demolition of existing buildings and redevelopment of the site to provide a food store with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works. Approval on 24/12/14. Application awaiting determination.</p>
Proposed Number of Units	97-104 132
Existing Units	0
Net Completions	97-104 132 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application. As per the extant planning permission.
Flood Risk	Flood Zone 1; Critical Drainage Area; site specific Flood Risk Assessment sets out drainage strategy
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2011-2016 44 units likely to be delivered in 2011-2016 and 88 units likely to be delivered in 2016-2021
Other Information	Site is identified in Hillingdon's Housing Trajectory. to deliver 97 units between 2016-2021.

New Homes

Site near Odyssey Business Park Bourne Court, Ruislip

Adjoining South Ruislip Local Centre, the site offers potential for residential redevelopment that capitalises on the proximity to South Ruislip Underground Station and consolidates in a long-established residential housing area immediately to the south and west of the Odyssey Business Park. The Council has approved planning permission for the development of 49 residential units on this site.



POLICY SA 20: Odyssey Business Park-Bourne Court, South Ruislip

The Council will support the provision of residential development on the site up to a maximum of 49 units, in accordance with the existing planning permission (Ref: 11891/APP/2014/91).

~~This site is located outside the primary shopping area and the Council will support residential redevelopment proposals that contribute to the existing residential character of the surrounding area. The Council supports the development of this site subject to the following key development principles:~~

- ~~Particular consideration will need to be given to the proposed access arrangements to the site which will need to avoid through traffic use~~
- ~~Proposals should meet the provisions of relevant policies in other parts of the Local Plan; and~~
- ~~The mix of housing units is considered important and should capitalise on the proximity of the South Ruislip Underground Station.~~

New Homes

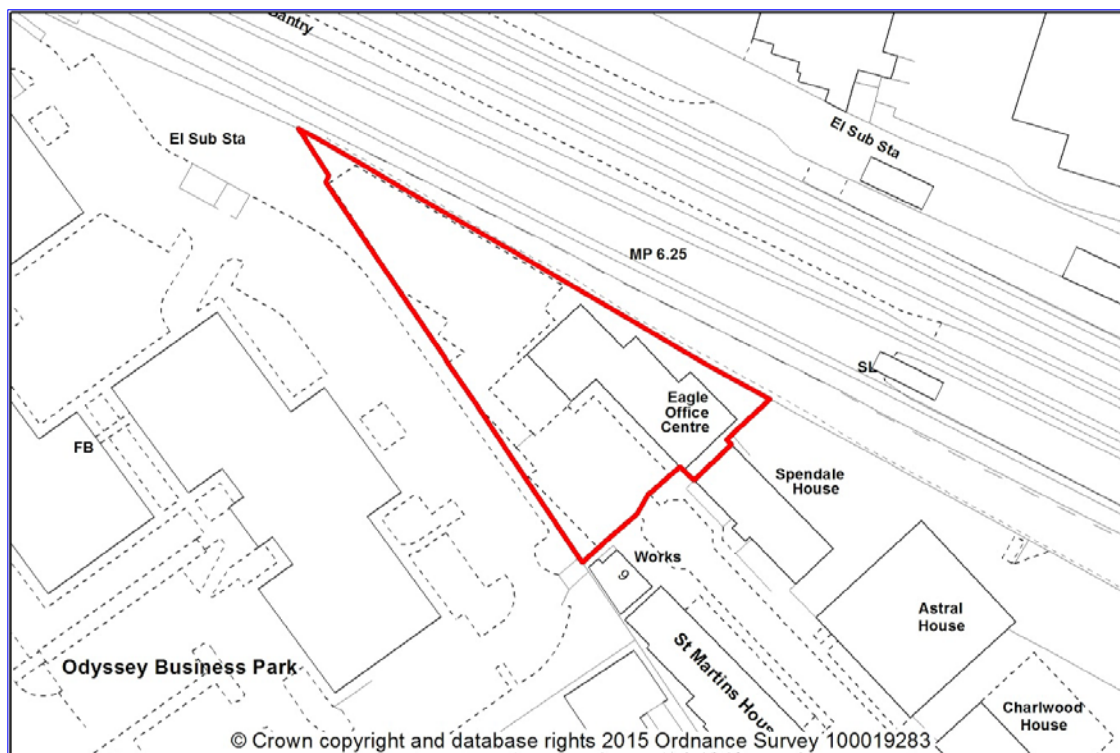
Site Information

Site name	Odyssey Business Park Bourne Court, Ruislip
Ward	South Ruislip
Location	Southern part of Odyssey Business Park – road access provided by Cavendish Avenue and Bourne Court – adjoins South Ruislip Local town Centre.
Area (ha/sqm)	0.72 15 ha
PTAL Rating	3
Proposed Development	Residential redevelopment
Current UDP Designations	Industrial Business Area ; adjacent to South Ruislip Local Centre
Proposed New Designations	None
Existing Use	Business Park – Care home and day centre
Relevant Planning History (Most recent)	Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works. Approval on 29.08.2014.
Proposed Number of Units	2 49
Existing Units	0
Net completions	29 49 units
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1, site lies in proximity to a Critical Drainage Area; site specific Flood Risk Assessment sets out drainage strategy.
Contamination	None
Indicative Phasing	2016 24 - 2021 6
Other Information	Council-owned site; 35% of all units to be provided as affordable housing

New Homes

Eagle House, The Runway, Ruislip

Located south of the railway and within the boundary of South Ruislip Local Centre, this site currently accommodates an office use. The Council has recently approved the change of use from office to residential development through the Prior Approval process.



POLICY SA 21: Eagle House, The Runway

The Council will support the provision of residential development on the site up to a maximum of 24 units, in accordance with the approved scheme ref 2342/APP/2015/624.

Site Information

Site name	Eagle House, The Runway
Ward	South Ruislip
Location	The Runway
Area (ha/sqm)	1.21 ha
PTAL Rating	1
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Office
Relevant Planning History (Most recent)	Change of use from offices (Use Class B1) to 6 x studios and 16 x 1 bed units (Use Class C3) (Prior Approval). Approval on 19.04.2015.

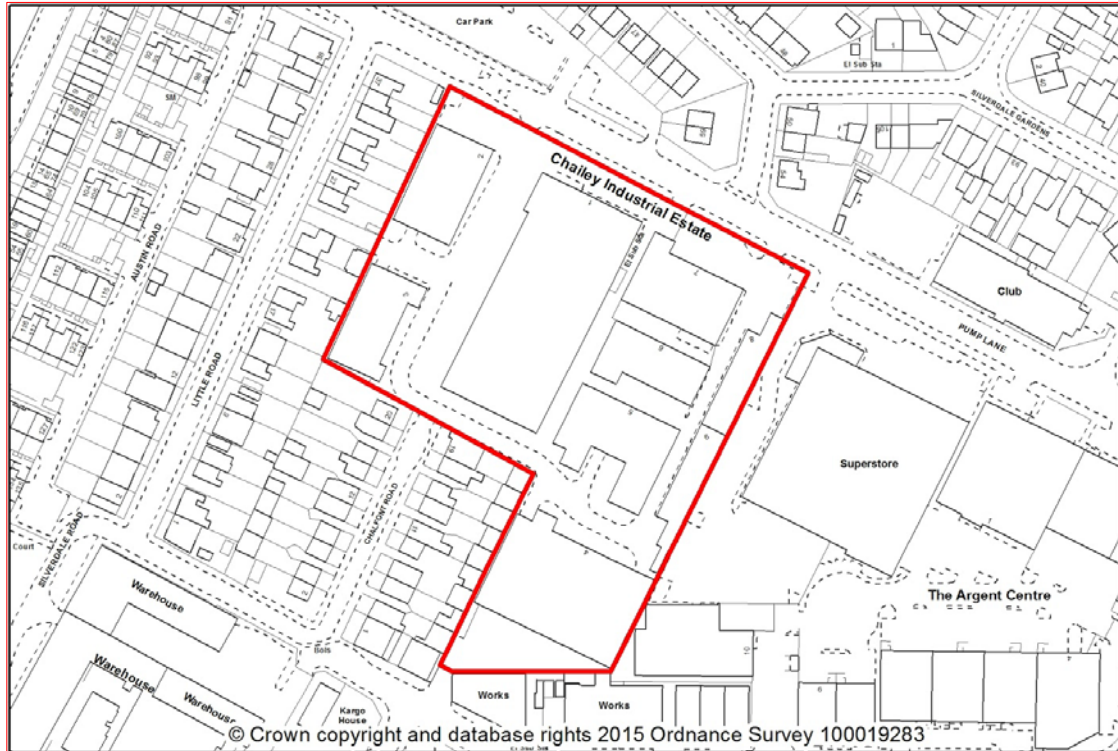
New Homes

Site name	Eagle House, The Runway
Proposed Number of Units	24
Existing Units	0
Net Completions	24 units
Infrastructure Considerations and Constraints	None
Flood Risk	Flood Zone 1
Contamination	Change of use proposal concerns external alteration to existing floors and will have no direct impact on the underlying ground surface.
Indicative Phasing	2016 - 2021
Other Information	None

New Homes

Chailey Industrial Estate, Pump Lane, Hayes

Chailey Industrial Estate forms part of the Pump Lane Industrial Business Area in Hayes and is located in close proximity to Hayes Town Centre. The Council's Employment Land Study identifies the opportunity to ~~for some~~ release ~~of this land to other~~ the site for mixed use development.



POLICY SA 22 48: Chailey Industrial Estate, Pump Lane

The Chailey site is currently vacant and provides an opportunity for ~~mixed use development residential development to that~~ enhances Hayes Town Centre and takes advantage of the future Crossrail link at Hayes. The following development principles will apply:

- ~~Site A - Up to 50% of~~ The site should be released for residential development at a development density of 110 units per hectare~~s~~,
- Small scale commercial uses at ground floor level to support residential uses will be considered suitable;
- Development proposals should include a buffer along the eastern boundary of the site to mitigate impacts on residential amenity from the adjacent retail use.
- ~~Site B - The Council will require 40% of the site to be used for employment generating~~
- The Council will seek to achieve a proportion of community infrastructure on the site to assist in the regeneration of Hayes;
- Proposals should be provided to a high quality design; and

New Homes

POLICY SA 22 18: Chailey Industrial Estate, Pump Lane

- Open space and amenity space should be provided in accordance with Council standards. ~~and~~
- ~~Proposals should meet the provisions of relevant policies in other parts of the Local Plan.~~

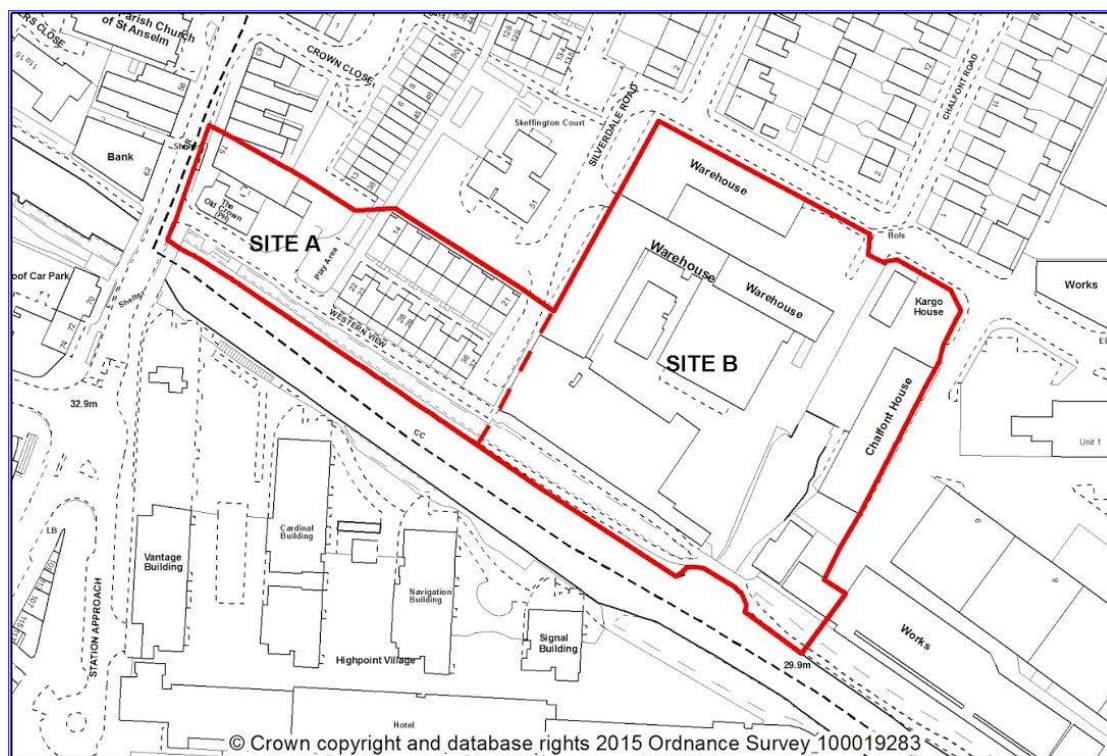
Site Information

Site name	Chailey Industrial Estate, Pump Lane
Ward	Townfield
Location	Chailey Industrial Estate, Pump Lane
Area (ha/sqm)	2.6 1.8 ha
PTAL Ratings	3
Proposed Development	Mixed-use Residential development
Current UDP Designations	Industrial Business Area
Proposed New Designations	None; adjacent to proposed Strategic Industrial Location
Existing Use	Industrial buildings
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	450 198
Existing Units	0
Net Completions	450 198 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1; surface water ponding; Flood Risk Assessment required.
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021
Other Information	The Chailey Industrial Estate provides an opportunity to enhance Hayes Town Centre through a site allocation policy for development post 2017 in the forth coming LDF. The rest of the area should be re-designated as a Locally Significant Industrial Location and part of the Hayes Industrial Area — Preferred Industrial Location. Site is identified for release to other uses in Hillingdon's Employment Land Study and Housing Trajectory.

New Homes

Silverdale Road/Western View, Hayes

The Silverdale Road/Western View site occupies canal frontages within a designated Industrial Business Areas. The site is proposed in response to the provisions of paragraph 5.13 of the Local Plan Part 1, which states that the Council will specifically review sites along the Grand Union Canal. Where appropriate, sites in Hayes will be brought forward for residential-led mixed use development.



POLICY SA 23 49: Silverdale Road/Western View

Silverdale Road / Western View is considered suitable ~~to be for~~ released ~~for~~ to residential-led mixed use development, including residential development at a density range of 120 – 135 units per hectare, subject to the following criteria:

Site A

- The net provision of up to 60 residential units, taking account of the Council's latest evidence of housing need.
- The junction of Station Approach/Western View should provide a focus for high value retail and other uses that promote the vitality and viability of Hayes Town Centre, including active frontages onto both roads. Suitable retail development for this key town centre site may include a mix of A1 - A4 uses and specific proposals will need to be discussed and agreed with the Council prior to the submission of a planning application.
- An appropriate play space should be provided on site.

Site B

- The provision of up to 141 residential units, taking account of the Council's latest evidence of housing need.

New Homes

POLICY SA 23 19: Silverdale Road/Western View

- ~~• The site is suitable for provision of predominantly residential development. Given the PTAL rating of 4, the site is suitable for development at a density in the range of 120 – 135 units per hectare;~~
- ~~Amenity space and car parking should be provided in accordance with the Council's standards policies in the Council's Development Management Policies document; and~~
- ~~Proposals should meet the provisions of relevant policies in other parts of the Local Plan.~~

Site A and B

- The Council will expect comprehensive development across the whole site and consideration should be given to the feasibility of linking both site elements to Hayes Town Centre.
- Proposals should include a heritage assessment which considers the retention and reuse of Locally Listed structures.
- Amenity space and car parking should be provided in accordance with the standards set out in the Council's Development Management Policies document.
- Development should include active frontages at ground floor level and be designed to maximise the canal frontage.
- Development should incorporate canal side improvements to be agreed with the Council and enhance the Strategic Canal and River Corridor, in accordance with relevant policies on the Blue Ribbon network.

Site Information

Site name	Silverdale Road/Western View	
	Site A	Site B
Ward	Townfield	Townfield
Location	West of Silverdale Road, east of Station Approach	North of Western View, south of Silverdale Road
Area (ha/sqm)	0.6	2.3 1.2 ha
PTAL Ratings	3 and 4	3 and 4
Proposed Development	Mixed use	Residential led mixed use
Current UDP Designations	Hayes Town Centre; adjacent to Strategic Canal and River Corridor, Locally Listed Building	Industrial Business Area; adjacent to Hayes Town Centre; Locally Listed Building; adjacent to Strategic Canal and River Corridor
Proposed New Designations	None	Adjacent to Strategic Industrial Location
Existing Use	Residential and public house	Industrial

New Homes

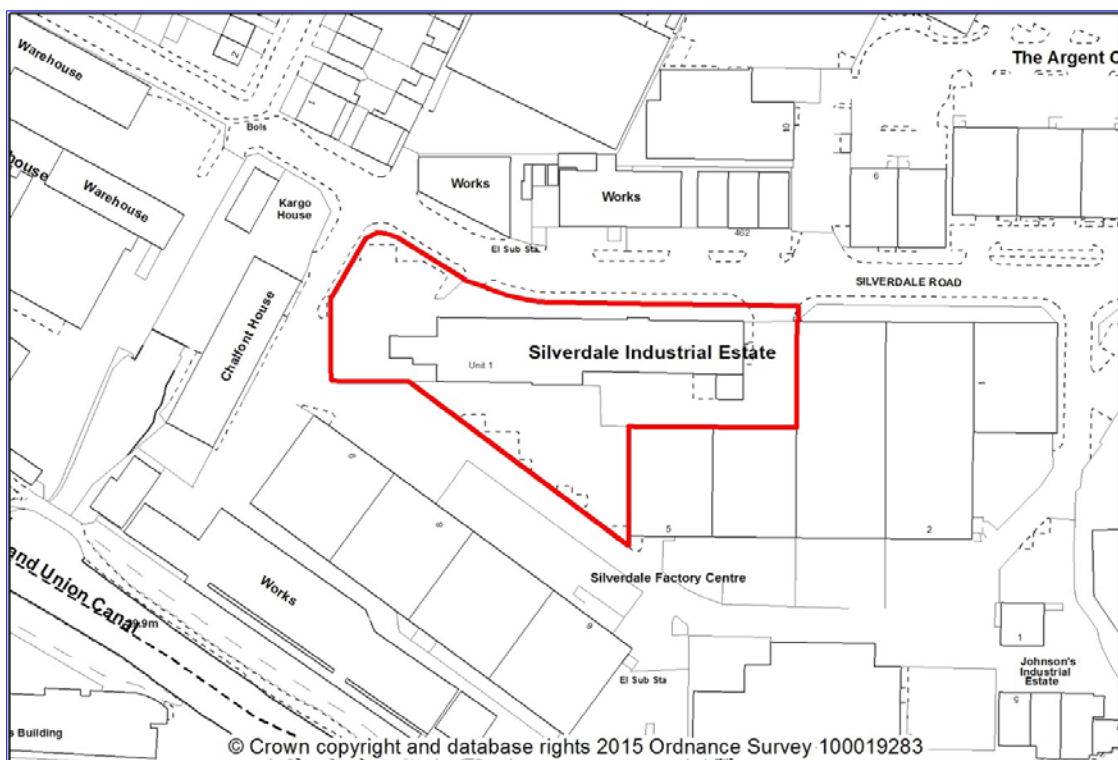
Site name	Silverdale Road/Western View	
	Site A	Site B
Relevant Planning History (Most recent)	None	No relevant planning history Planning permission on part of the site: Change of use of former warehouse to carry out maintenance and repairs to cars and LCV and installation of inspection ramps for MOT inspection (Class B2 - general industry) and new entrance door and ramp. Approval on 20.08.07.
Proposed Number of Units	60	300 141
Existing Units	24	20 0
Net Completions	36 units	280 141 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.	
Flood Risk	Flood Zone 1; Flood Risk Assessment required.	
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.	
Indicative Phasing	2021 - 2026	2016-2024 2021 - 2026
Other Information	Includes Council-owned land; consultation will be required with the Canal and Rivers Trust. Site identified in the Hillingdon Housing Trajectory.	Consultation will be required with the Canal and Rivers Trust. Site identified in the Hillingdon Housing Trajectory.

New Homes

Benlow Works, Silverdale Road

Benlow Works is a Grade 2 listed structure located within the Silverdale Road Industrial Estate. Given its location in close proximity to the Grand Union Canal and the future Hayes and Harlington Crossrail station, the site represents an opportunity for mixed use development that maximises the potential of this landmark building.

The building has been neglected in recent years and is listed in Historic England's Assets at Risk Register 2015. Proposals should take account of the Grade 2 Listed status and be discussed with the Council in advance of the submission of a planning application, to ensure the significance of this historic building and its setting is addressed.



POLICY SA 24: Benlow Works, Silverdale Road

Benlow Works is considered suitable for release to mixed-use development that capitalises on the proximity of the future Crossrail Station and promotes the regeneration of Hayes Town Centre.

- The Council will require development proposals to retain the character and historic integrity of the building and the specific features that contribute to its Grade 2 Listing. The setting of the building should also be enhanced.
- Development proposals should secure the repair of the building and minimise subdivision of internal space. Acceptable uses could include leisure, office and cultural uses, such as art studios and exhibition space, SME workshop space and similar uses.

New Homes

POLICY SA 24: Benlow Works, Silverdale Road

- Proposals for residential development will only be considered where they facilitate the delivery of acceptable non-residential uses and retain as far as possible the openness of internal space within the building. Potential harm resulting from residential development should be weighed against the public benefits, including securing the optimum viable use of the Listed Building in accordance with national policy.

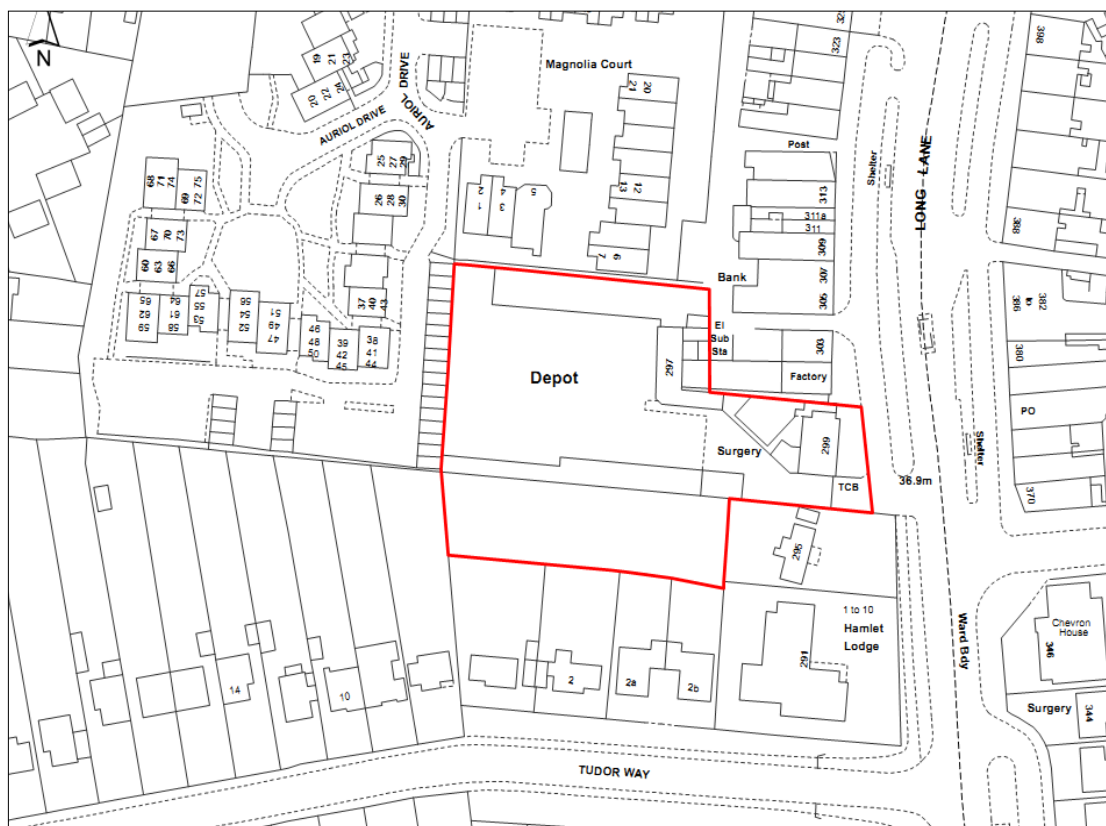
Site Information

Site name	Benlow Works, Silverdale Road
Ward	Townfield
Location	Silverdale Road, Hayes
Area (ha/sqm)	0.3 ha
PTAL Ratings	3 and 4
Proposed Development	Residential led mixed use
Current UDP Designations	Industrial Business Area; Listed Building
Proposed New Designations	None
Existing Use	Industrial
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	Proposed number of units will be guided by design
Existing Units	0
Net Completions	As above
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 - 2026
Other Information	None

New Homes

297 - 299 Long Lane, Hillingdon

The site is located on the western side of Long Lane and comprises a depot serving Dairy Crest. The whole site is located within the North Hillingdon Local Centre boundary. Given the site's location within the Local Centre boundary, it is considered suitable for residential led mixed use development.



POLICY SA 25 0: Long Lane, Hillingdon

The site is considered suitable to be released for residential-led mixed use development, subject to the following criteria:

- Provision of up to 25 residential units;
- **The retention of healthcare facilities on the site;**
- **Redevelopment of the site should maintain the green buffer on the southern part of the site adjacent to the residential properties on Tudor Way; and**
- **Amenity space and car parking should be provided in accordance with the Council's standards. policies in the Council's Development Management Policies document; and**
- ~~Proposals should meet the provisions of relevant policies in other parts of the Local Plan.~~

New Homes

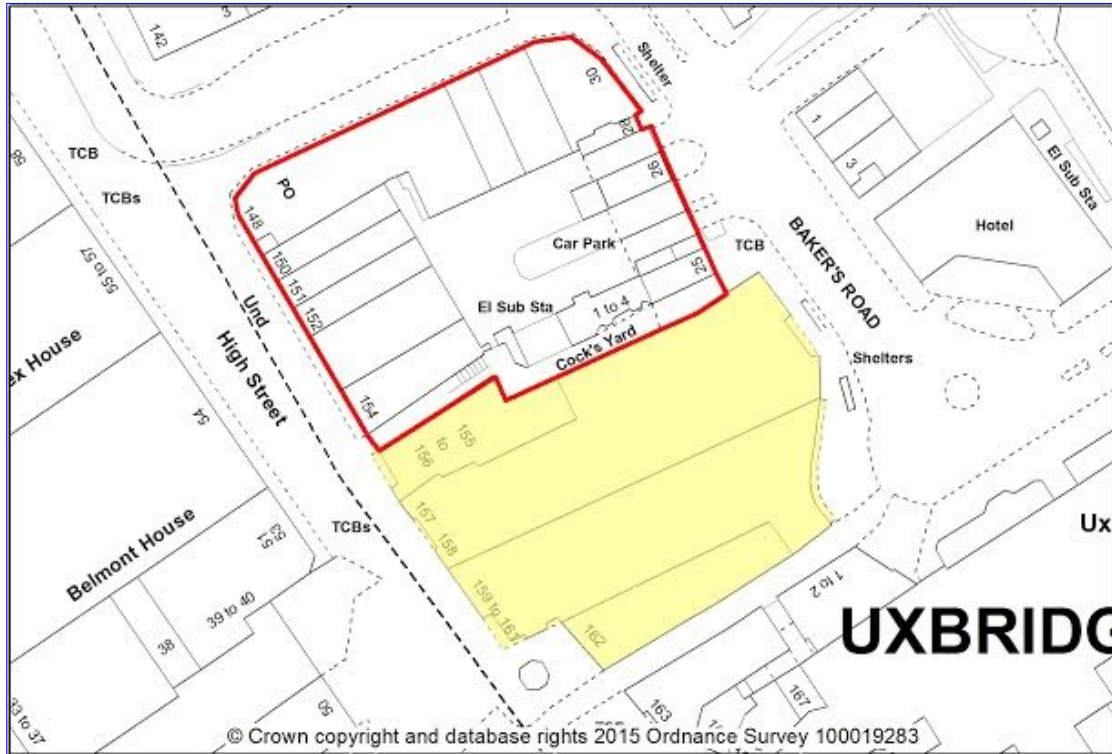
Site Information

Site name	Long Lane, Hillingdon
Ward	Uxbridge North
Location	Long Lane
Area (ha/sqm)	0.39 ha
PTAL Rating	2 and 3
Proposed Development	Residential-led mixed use
Current UDP Designations	Local Centre, North Hillingdon
Proposed New Designations	None
Existing Use	Industrial/warehouse/commercial units
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	15 - 25
Existing Units	0
Net Completions	15-25 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016 - 2021
Other Information	None Site identified in the Hillingdon Housing Trajectory.

New Homes

148-154 High Street / 25-30 Bakers Road (WH Smith), Uxbridge

The site is located at the junction of High Street Uxbridge and Bakers Road, within the designated Uxbridge Town Centre boundary and lies adjacent to the Old Uxbridge Windsor Street Conservation Area. It is considered suitable for ~~retail~~ residential-led mixed use development, including other main town centre residential uses.



POLICY SA 26 4: 148 - 154 High Street / 25 - 30 Bakers Road, Uxbridge

The site is considered suitable for ~~retail~~ residential-led mixed use redevelopment ~~with residential use on the upper floors~~, subject to the following criteria:

- Provision of upper floor residential units, which must include affordable housing and an appropriate mix of units, provided in accordance with Council standards. Other main town centre uses, such as leisure uses, may be acceptable on upper floors;
- Retention of ground floor retail uses fronting onto the High Street and provision of main town centre uses, providing active frontages onto Bakers Road and Belmont Road;
- The redevelopment should enhance the pedestrian thoroughfare of Cock's Yard linking Uxbridge Town Centre and the Bus Interchange;
- Amenity space and car parking should be provided in accordance with the Council's standards; ~~policies in the Council's Development Management Policies document~~;
- The redevelopment should sustain and enhance the significance of the adjacent Conservation Area and its setting;

New Homes

POLICY SA 26 4: 148 - 154 High Street / 25 - 30 Bakers Road, Uxbridge

- The Council will expect redevelopment proposals to reflect the scale and character of the surrounding townscape and have regard to the setting of the nearby Conservation Area and Listed Buildings. Whilst the London Plan density guidance indicates a development potential of up to 120 units, capacity on this site should be led by high quality design, taking account of the site's prominent location; and
- Proposals should provide scope to incorporate the redevelopment of the land to the south of the site (identified in yellow on the site plan), extending from Cock's Yard to the Uxbridge Underground Station, in accordance with the principles set out in this policy.
- ~~Proposals should meet the provisions of relevant policies in other parts of the Local Plan.~~

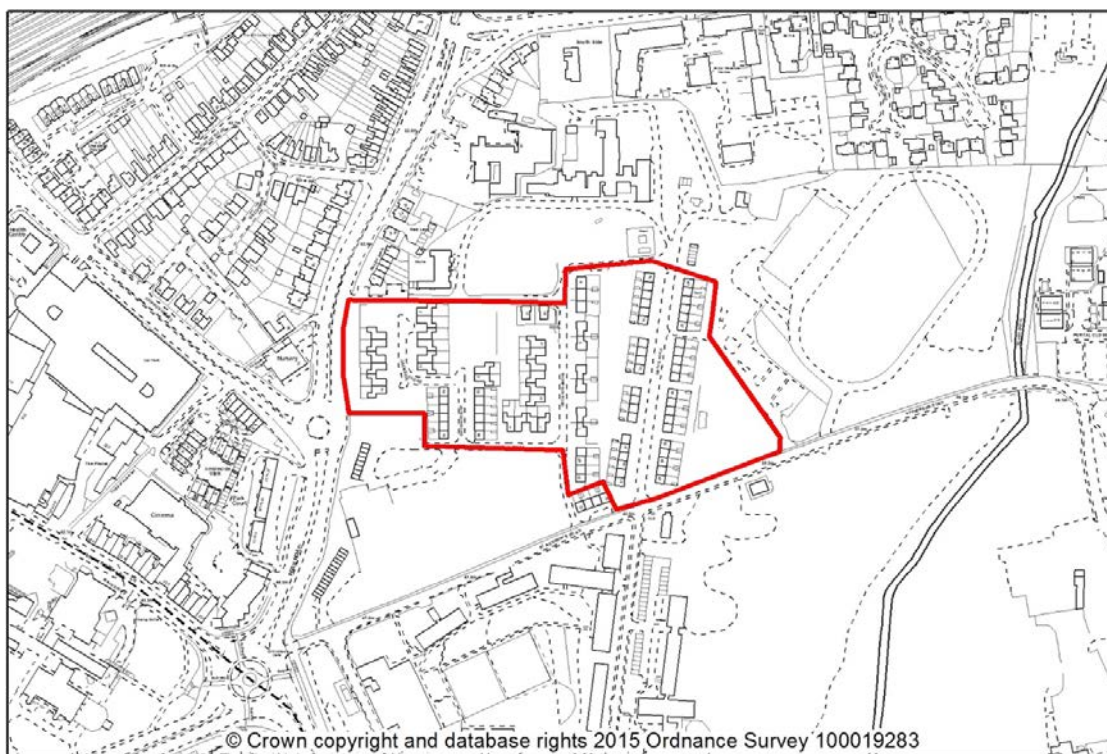
Site Information

Site name	148 - 154 High Street / 25 - 30 Bakers Road, Uxbridge
Ward	Uxbridge North
Location	High Street/Bakers Road, Uxbridge
Area (ha/sqm)	0.3 ha
PTAL Ratings	6a
Proposed Development	Mixed use development comprising residential, office, retail
Current UDP Designations	Designated Uxbridge Town Centre ; Primary Shopping Area, Archaeological Priority Area; adjacent to Conservation Area
Proposed New Designations	Archaeological Priority Area
Existing Use	Retail
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	25 Proposed number of units to be determined by design
Existing Units	0
Net Completions	25 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood Risk	Flood Zone 1; some surface water ponding
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026
Other Information	Subject to meeting appropriate design considerations to be agreed prior to the submission of a planning application, the site is considered suitable for development at a density of 360 - 405 uph.

St Andrew's Park – Annington Homes Site

As detailed at Policy SA 28 the main part of the St Andrew's Park (former RAF Uxbridge) site is identified for high quality residential led mixed use development, accommodating up to 1,340 homes and around 14,000 sqm of office space and a 90 bed hotel. The Council will seek to ensure that the site is developed in accordance with the planning permission granted in January 2013.

A remaining and separate part of the former RAF Uxbridge Site comprises former MoD housing now in private ownership. Fronting on to Park Road, it is currently available for future development. The Council will seek to ensure a mixed residential scheme is brought forward for this site during the plan period. Its design should complement that of the surrounding St Andrew's Park development, with good access provided both to the surrounding scheme and to the existing town centre.



POLICY SA 27 32: St Andrew's Park – Annington Homes Site

The Council will support the following development on the site:

- 120 residential units; and
- Associated landscaping, car parking and amenity space provision.

New Homes

Site Information

Site name	St Andrew's Park – Annington Homes Site
Ward	Uxbridge North
Location	Hillingdon Road
Area (ha/sqm)	3.1 ha
PTAL Rating	2, 3
Proposed Development	Residential
Current UDP Designations	None; adjacent to Green Chain link
Proposed New Designations	None
Existing Use	Former RAF Uxbridge
Relevant Planning History (Most recent)	None No relevant planning history
Proposed Number of Units	120
Existing Units	0
Net Completions	120 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of any planning application
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 16 -2026 4
Other information	None

New Homes

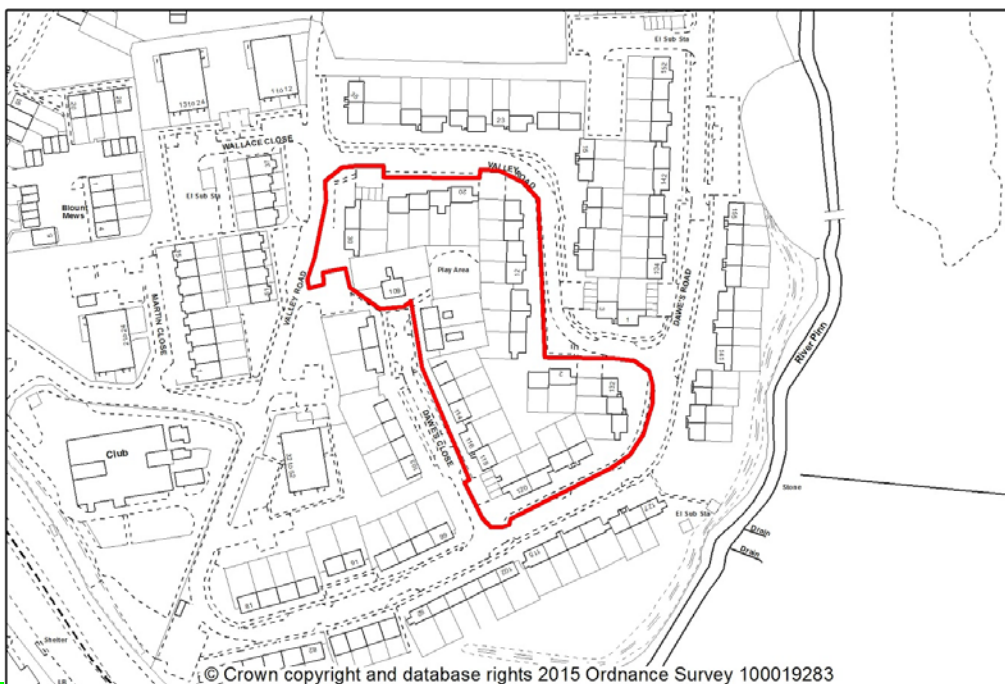
Martin Close and Valley Road, Uxbridge

The Martin Close and Valley Road sites currently comprise low density development to the south of RAF Uxbridge. Subject to the provisions of other policies in the Local Plan, the Council considers that these sites are suitable for redevelopment at a higher residential density.

Martin Close



Valley Road



New Homes

POLICY SA 27 2: Martin Close and Valley Road

Given the residential nature of the surrounding area the Council will support residential use on this site, subject to the following development principles:

- Given the residential nature of surrounding uses the site is considered suitable for development at 65 units per hectare; and
- Car parking and amenity space should be provided in accordance with policies in the Development Management Policies document with the Council's standards. and
- Proposals should meet the provisions of relevant policies in other parts of the Local Plan.

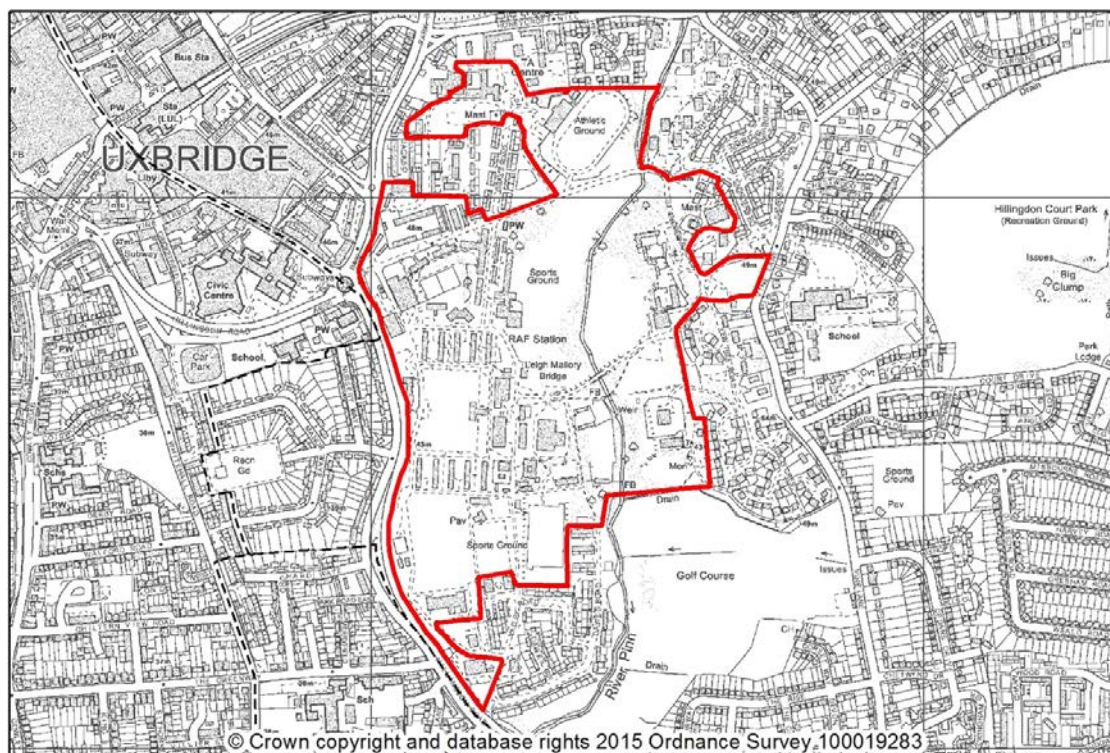
Site Information

	Martin Close	Valley Road
Ward	Uxbridge North	Uxbridge North
Location	2-24 Martin Close	Valley Road
Area (ha/sqm)	0.37 ha	0.86 ha
PTAL Rating	3	3
Proposed Development	Residential	Residential
Designations	None Adjacent to Listed Building	None
Existing Use	Residential/amenity area	Residential/amenity area
Relevant Planning History	No relevant planning history	No relevant planning history
Proposed Number of Units	48	42-56
Existing Units	22	30
Net Completions	26 units	12-26 units
Infrastructure Considerations and Constraints	To be negotiated as part of the planning application.	To be negotiated as part of the planning application.
Indicative Phasing	2016-2021	2016-2021
Other Information	Site may be subject to contamination. Site identified in the Hillingdon Housing Trajectory.	Site may be subject to contamination. Site identified in the Hillingdon Housing Trajectory.

New Homes

St Andrews Park, Uxbridge

St Andrews Park is identified for high quality residential led mixed use development, accommodating up to 1,340 homes and around 14,000 sqm of office space and a 90 bed hotel. In all, the development is expected to deliver around 1,160 permanent jobs and form an extension to Uxbridge Town Centre, in accordance with Policy E4 of the Local Plan Part 1. The Council will seek to ensure that the site is developed in accordance with the planning permission granted in January 2013.



POLICY SA 28 3: St Andrews Park, Uxbridge

In accordance with the approved planning permission (ref: 585/APP/2009/2752) the Council will support the following development on the site:

- 1,340 residential units;
- 14,000sq.m of office floorspace;
- A 90 bedroom hotel;
- Associated commercial uses;
- Education Facilities; and
- Associated landscaping, car parking and amenity space provision.

The Council will seek to secure the development of the site in accordance with this permission.

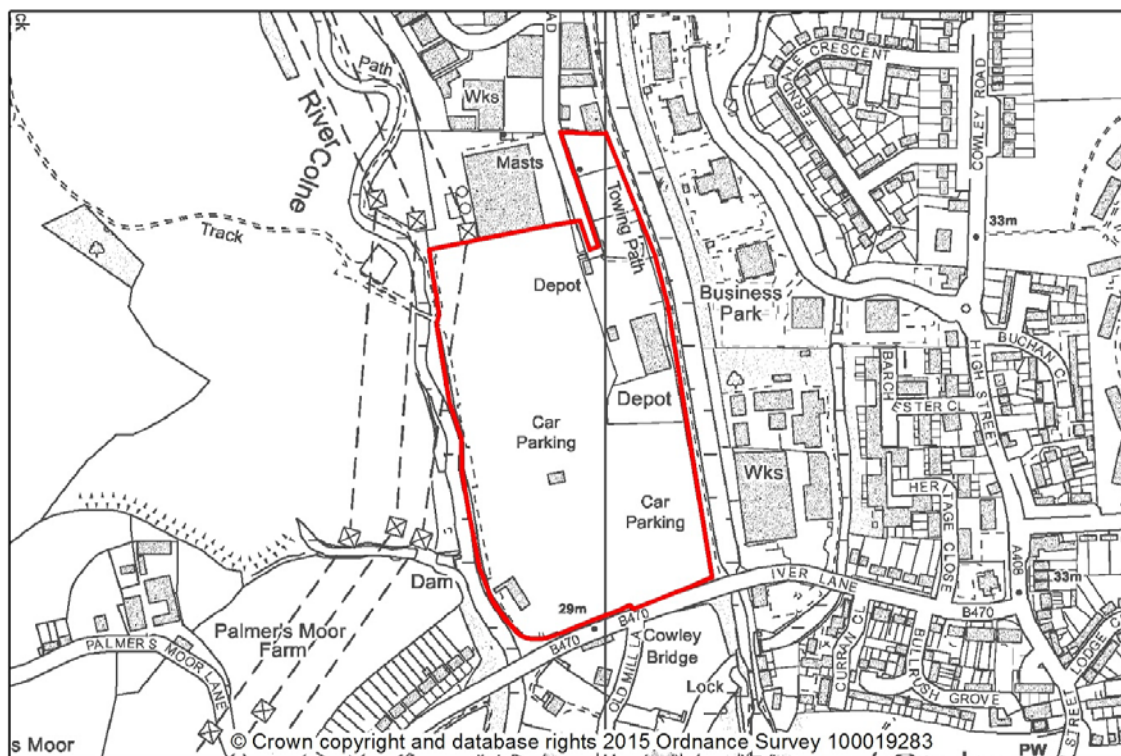
New Homes

Site Information

Site name	St Andrews Park
Ward	Uxbridge North
Location	Hillingdon Road
Area (ha/sqm)	46.6 ha
PTAL Rating	1a,1b, 2,3
Proposed Development	Residential
Current UDP Designations	Small proportion of site in Green Belt and flood plain; Listed and Locally Listed Buildings.
Proposed New Designations	None
Existing Use	Former RAF Uxbridge
Relevant Planning History (Most recent)	Planning consent for 1,340 residential led mixed use development
Proposed Number of Units	1,340
Existing Units	0
Net Completions	23200 units to be completed 2011-2016, and 1040 944 units to be completed 2016-2021 and 164 units to be completed in 2021 - 2026
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zones 3b, 3a, 2 and 1; sufficient developable area in Flood Zone 1. Floodplain areas to be retained for open space.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2011-2021
Other information	Site identified in the Hillingdon Housing Trajectory.

Cape Boards Site, Iver Lane, Cowley

The Cape Boards site forms part of the Hayes Industrial Estate Preferred Industrial Location. The Council's Employment Land Study acknowledges that this strategic site does not provide many opportunities for release to housing. However, due to access difficulties for heavy goods vehicles at the southern end of the Estate, there is potential to undertake a residential-led mixed use redevelopment at the former Cape Boards site which has been vacant for some time, provided access issues there can be addressed.



POLICY SA 25-29: Cape Boards Site, Iver Lane, Cowley

Given the location and surrounding land uses it is considered suitable for residential-led mixed use redevelopment. The key development principles are as follows:

- 20% of the site (2.5 hectares) should accommodate a mix of commercial uses including B1, B2 and B8 development;
- The site is not considered suitable for access by heavy goods vehicles;
- 70% of the site (9 hectares) should accommodate residential uses;
- 10% (1.5 hectares) should accommodate publicly accessible open space;
- Higher densities should be located adjacent to the canal;
- Development proposals should incorporate canal side improvements to be agreed with the Council; and
- Proposals should not prejudice the proposed waste related use to the north east of the site.

New Homes

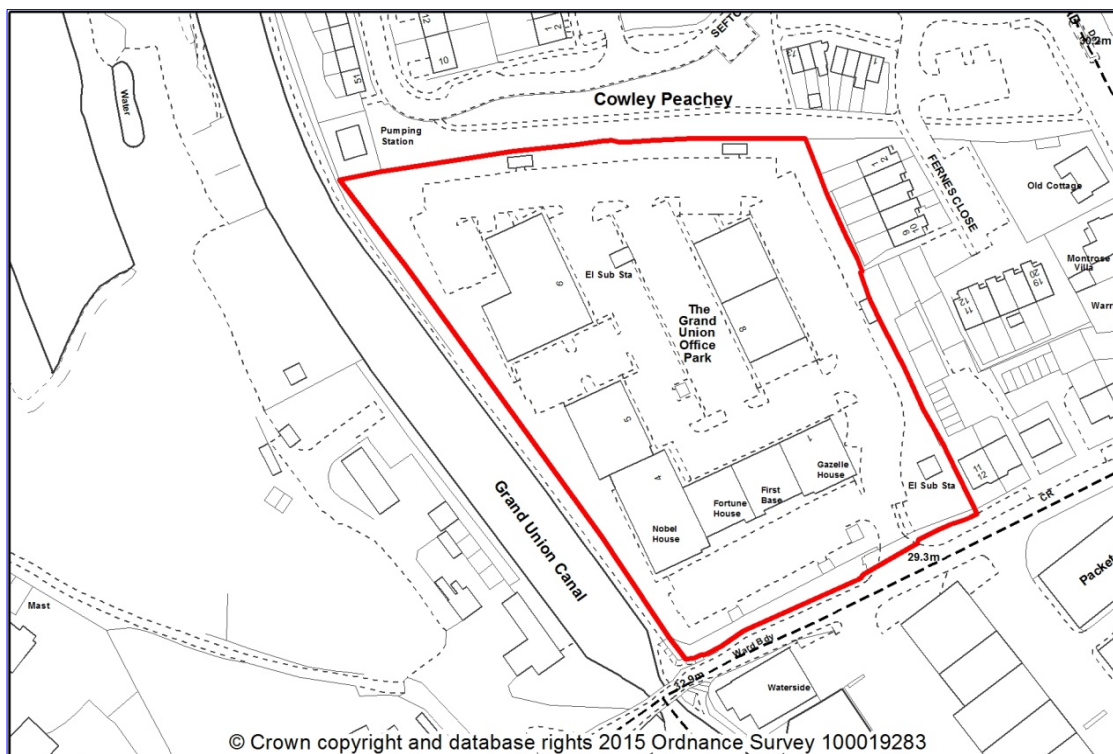
Site Information

Site name	Cape Boards Site, Iver Lane, Cowley
Ward	Uxbridge South
Location	Iver Lane, Cowley
Area (ha/sqm)	8.6 ha
PTAL Rating	1a, 1b
Current UDP Designations	Industrial Business Area; adjacent to Conservation Area
Proposed New Designation	Colne Valley Archaeological Priority Zone
Existing Use	Storage facility
Relevant Planning History (Most recent)	Planning applications associated with the commercial operation of the site.
Proposed Development	Residential-led mixed use redevelopment
Proposed Number of Units	315
Existing Units	0
Net Completions	315 units
Infrastructure Considerations and Constraints	Site is within close proximity to North Hyde sub-station and new buildings should not be located beneath power lines. Drainage infrastructure likely to be required. Site specific proposals should be discussed with National Grid and Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of any future planning application.
Flood risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021-2026
Other Information	Potential issues of flooding on the site.

New Homes

Grand Union Park, Packet Boat Lane

This existing employment site is located along the Grand Union Canal on the eastern border of the Cowley Lock Conservation Area. It is accessed from Packet Boat Lane to the south and adjoins residential development to the east. The site is currently occupied by 3 office buildings and the Council has recently approved the change of use from office to residential for the individual buildings through the Prior Approval process. In addition, a separate Prior Approval application relating to the whole site area has been allowed on appeal.



POLICY SA 30: Grand Union Park, Packet Boat Lane

The Council will support the provision of residential development on this site in accordance with the approved schemes.

Site Information

Site name	Grand Union Office Park, Packet Boat Lane
Ward	Uxbridge South
Location	Units 1-8, Packet Boat Lane, Cowley
Area (ha/sqm)	1.5 ha
PTAL Rating	1a, 1b
Current UDP Designations	None, adjacent to Conservation Area and Strategic Canal and River Corridor, in proximity to Colne Valley Park
Proposed New Designations	Archaeological Priority Zone

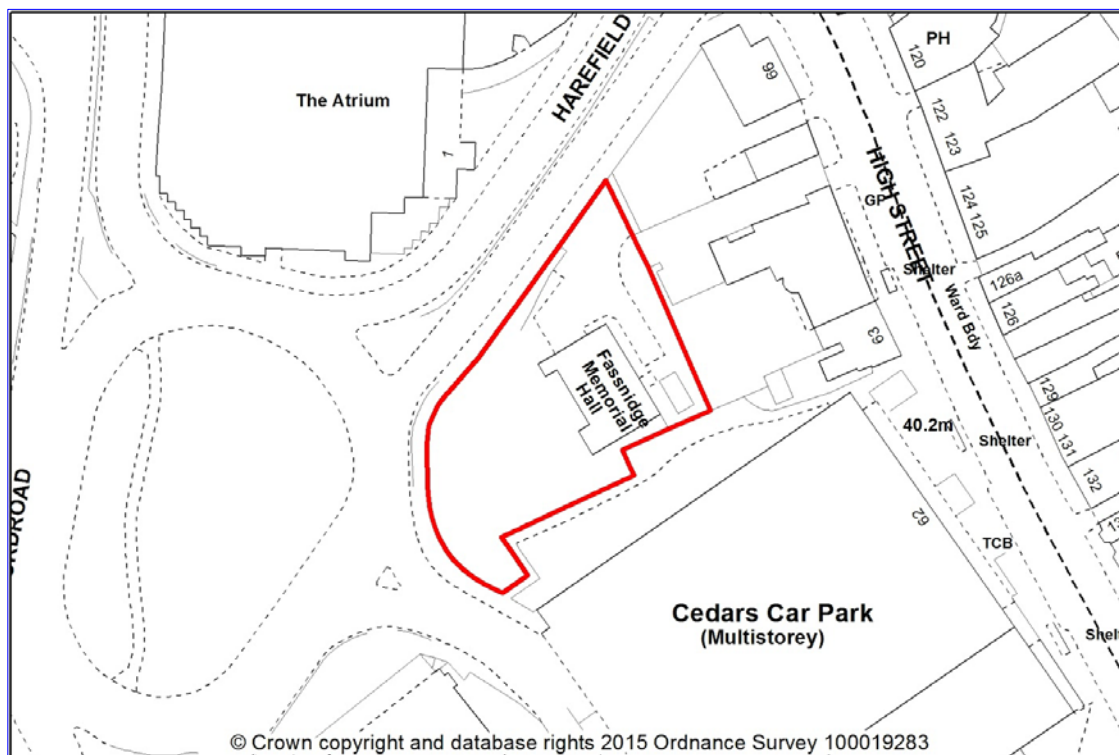
New Homes

Site name	Grand Union Office Park, Packet Boat Lane
Existing Use	Offices
Relevant Planning History (Most recent)	<p>Prior approval for change of use from B1(a) to C3 use (to create 27 self contained flats with a mix of 4x studios, 7x 1 bed and 16 x 2 bed). Approval on 31.12.2014.</p> <p>Prior Approval for change of use from B1(a) to C3 (to create 18 self contained flats with a mix of 8 x 1 bed and 10 x 2 bed). Approval on 31.12.2014.</p> <p>Prior approval for change of use from B1(a) to C3 use (to create 65 self contained flats with a mix of 34 x 1 bed and 31 x 2 bed). Approval on 04.01.2015.</p> <p>Change of use from B1 (office) to residential (C3) (Application for Prior Approval under Schedule 2 Part 3 Class J of the Town and Country Planning (General Permitted Development) Order 1995 (as amended)). Refused on 14.10.2014; allowed on appeal on 18.02.2015.</p>
Proposed Development	Residential
Proposed Number of Units	110 - 190
Existing Units	0
Net Completions	110 - 190 units
Infrastructure Considerations and Constraints	None
Flood Risk	Flood Zone 1
Contamination	Geo -Environmental and Geotechnical Ground Investigation Report for part of the site demonstrates that, subject to identified mitigation measures, the site is suitable for residential use. Change of use proposals concern external alteration to existing floors and will have no direct impact on underlying ground surface.
Indicative Phasing	2011-2016
Other Information	None

New Homes

Fassnidge Memorial Hall, Uxbridge

This site is located in Uxbridge Town Centre and adjoins the Old Uxbridge and Windsor Street Conservation Area. It is currently occupied by a single storey building, the Fassnidge Memorial Hall, which dates back to the 1970s. The Council has approved a planning application for the provision of a replacement community dining facility and 48 self-contained residential units.



POLICY SA 31: Fassnidge Memorial Hall, Uxbridge

The Council will support the provision of residential-led mixed use development on the site in accordance with the approved scheme ref 12156/APP/2014/3099.

Site Information

Site name	Fassnidge Memorial Hall, Uxbridge
Ward	Uxbridge South
Location	High Street, Uxbridge
Area (ha/sqm)	0.17ha
PTAL Rating	5
Current UDP Designations	Uxbridge Town Centre; Archaeological Priority Area; adjacent to Conservation Area,
Proposed New Designations	None

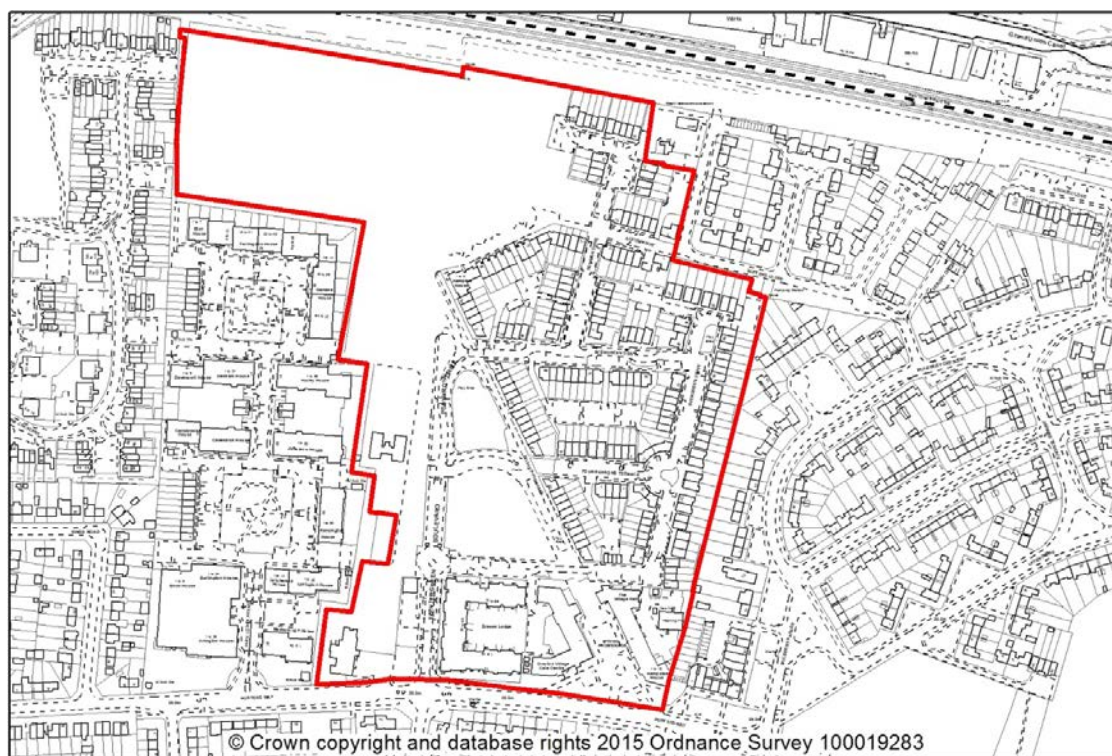
New Homes

Site name	Fassnidge Memorial Hall, Uxbridge
Existing Use	Community hall
Relevant Planning History (Most recent)	Demolition of existing Fassnidge Community Dining Hall and garage, and erection of part 4, part 7, part 8 storey building to provide a replacement community dining facility and 48 self-contained residential units with associated undercroft car and cycle parking, new vehicle access point, communal and private amenity areas, and landscaping. Approval on 08.01.2015
Proposed Development	Residential
Proposed Number of Units	48
Existing Units	0
Net Completions	48 units
Infrastructure Considerations and Constraints	None
Flood Risk	Flood Zone 1; potential issues of flooding on the site.
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2016-2021
Other Information	None

New Homes

Former NATS site, Porters Way, West Drayton

This key development site comprises the former Air Traffic Control facility at Porters Way, West Drayton. In 2009 planning permission was granted for mixed use development on the site.



POLICY SA 32 9: Former NATS Site, Porters Way, West Drayton

The Council will ensure the site is developed in accordance with the following principles to be consistent with existing planning consent ref: 5107/APP/2009/2348:

- 775 dwellings comprising 12 studios, 152 1-bedroom flats, 316 2-bedroom flats, 21 2-bedroom houses, 23 3-bedroom flats, 181 3-bedroom houses, 59 4-bedroom houses and 9 5-bedroom houses;
- Class D1 Primary Healthcare facility including room for joint community use (up to 1085sqm GEA); Class C2 Nursing Home (up to 3630 sqm GEA);
- Classes A1-A3 Shop units to complement Mulberry Parade;
- Class B1 Business units including site management office (up to 185 sqm GEA);
- Energy Centre (up to 220 sqm GEA) with combined heat and power unit; foul water pumping station;
- Associated access roads from Porters Way (and excluding all access including pedestrian and bicycle access from Rutters Close); and
- 1085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works).

New Homes

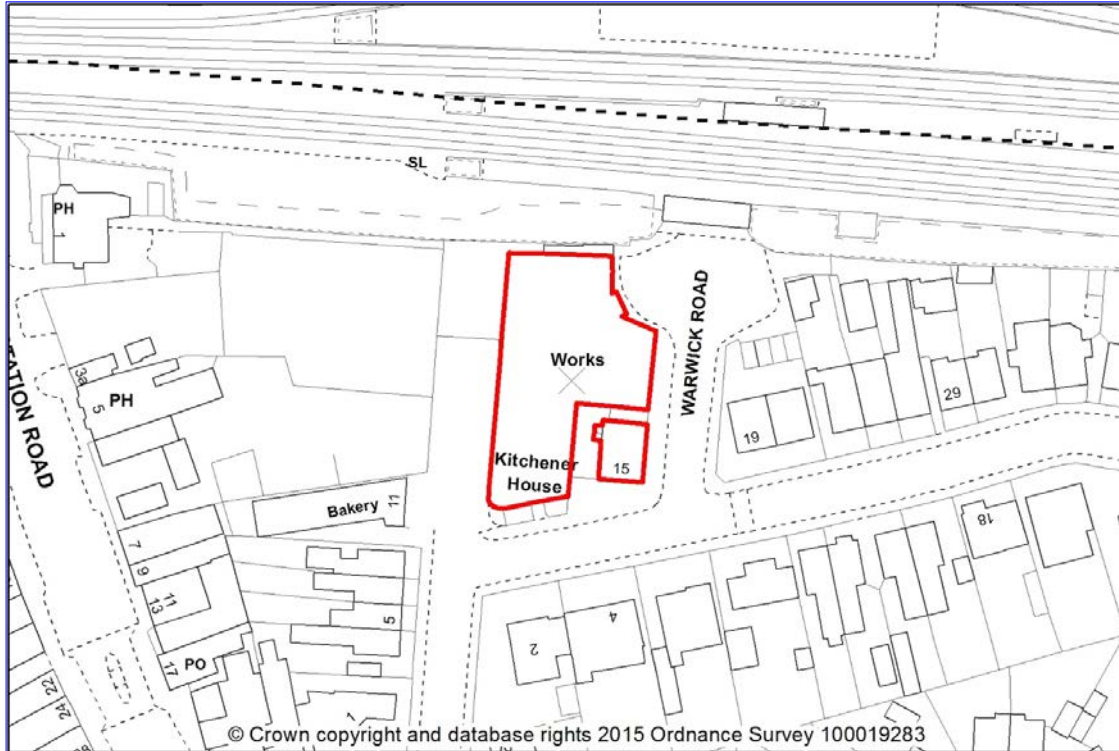
Site Information

Site name	Former NATS Site Porters Way, West Drayton
Ward	West Drayton
Location	Porters Way, West Drayton
Area (ha/sqm)	12.59
PTAL Rating	1a
Proposed Development	Residential
Current UDP Designations	Industrial Business Area
Proposed New Designation	None
Existing Use	Former National Air Traffic Control site
Relevant Planning History (Most recent)	Outline Application for proposed mixed-use redevelopment comprising: 773 dwellings; Class D1 Primary Healthcare facility; Class C2 Nursing Home (up to 3630sqm GEA); Classes A1-A3 Shop units to complement Mulberry Parade (up to 185sqm GEA, depending on size of Primary Healthcare facility); Class B1 Business units; Energy Centre, 1085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline Application). Approval on 01/04/2011.
Proposed Number of Units	775
Existing Units	0
Net Completions	775 units 626 units in 2011 - 2016; 149 units to be completed 2016 - 2021
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2011-2021 46
Other Information	Site identified in the Hillingdon Housing Trajectory.

New Homes

Kitchener House, Yiewsley

This site is located south of the railway within the Yiewsley Town Centre and is currently occupied by a disused office building. The Council has approved a planning application for the provision of 23 residential units on the site.



POLICY SA 33: Kitchener House, Yiewsley

The Council will support provision of residential development on the site up to a maximum of 23 units, in accordance with the existing planning permission ref 18218/APP/2013/2183.

Site Information

Site name	Kitchener House, Yiewsley
Ward	West Drayton
Location	Warwick Road
Area (ha/sqm)	0.1 ha
PTAL Rating	2
Proposed Development	Residential
Current UDP Designations	Yiewsley Town Centre; adjacent to Locally Listed Building
Proposed New Designation	None
Existing Use	Office and light industrial workshops

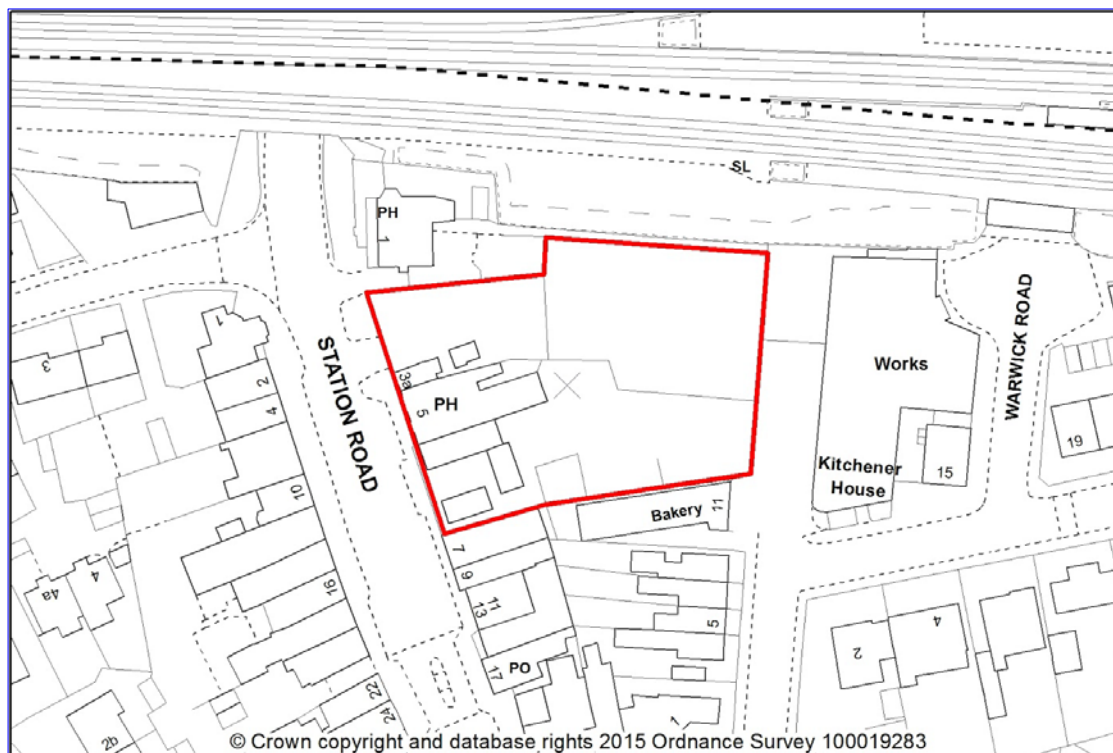
New Homes

Site name	Kitchener House, Yiewsley
Relevant Planning History (Most recent)	Erection of a part single, two, three and 4 storey building to provide 23 residential units, consisting of 14 x 2 bedroom, 9 x 1 together with 250 sqm of retail/commercial space, with associated parking, cycle and bin storage and amenity space, involving demolition of existing buildings. Approval on 14/02/2014.
Proposed Number of Units	23
Existing Units	0
Net Completions	23
Infrastructure Considerations and Constraints	As per extant consent.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2011-2016
Other Information	None

New Homes

The Blues Bar, Yiewsley

This town centre site is largely surrounded by retail uses at ground floor level with residential accommodation and offices uses on upper floors. The Council has granted planning permission for mixed used retail and residential development on the site.



POLICY SA 34: The Blues Bar, Yiewsley

The Council will support provision of residential development on the site up to a maximum of 38 units, in accordance with the existing planning permission ref 65480/APP/2013/3034.

Site Information

Site name	The Blues Bar, Yiewsley
Ward	West Drayton
Location	5 Station Road, West Drayton
Area (ha/sqm)	0.26 ha
PTAL Rating	2
Proposed Development	Residential led mixed used
Current UDP Designations	Yiewsley Town Centre, Secondary Shopping Area
Proposed New Designation	None
Existing Use	Public House

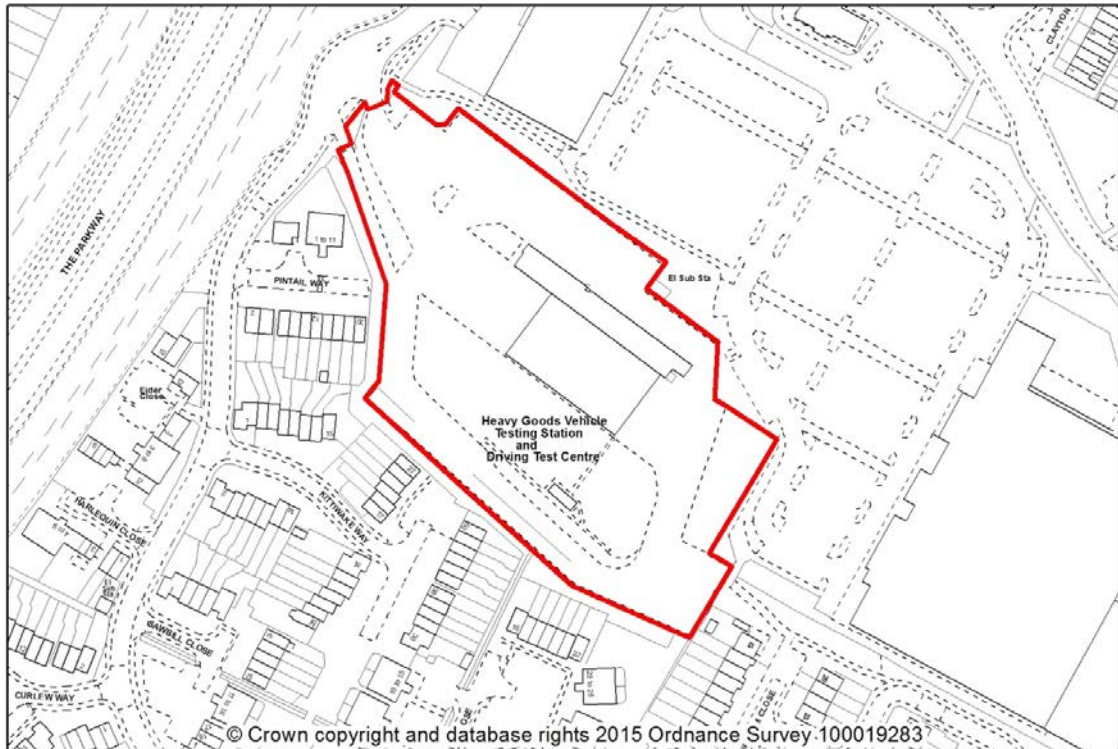
New Homes

Site name	The Blues Bar, Yiewsley
Relevant Planning History (Most recent)	Demolition of existing public house and erection of 38 flats and 237sqm of retail floor space with parking, landscaping and amenity space. Approval on 20.01.2014.
Proposed Number of Units	38
Existing Units	0
Net Completions	38
Infrastructure Considerations and Constraints	As per extant consent.
Flood risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016-2021
Other Information	None

New Homes

Former Vehicle Testing Station, Cygnet Way, Hayes

The Former Vehicle Testing Station is located adjacent to existing residential uses in Yeading. There are no formal policy designations associated with the site and it is considered suitable for predominantly residential use.



POLICY SA 35 26: Former Vehicle Testing Station, Cygnet Way, Hayes

The Council considers that site should be developed to take account of the following key principles:

- Development of up to 92 residential units; and
- Development proposals should respect the surrounding suburban character of residential uses.
- ~~Proposals should meet the provisions of relevant policies in other parts of the Local Plan.~~

New Homes

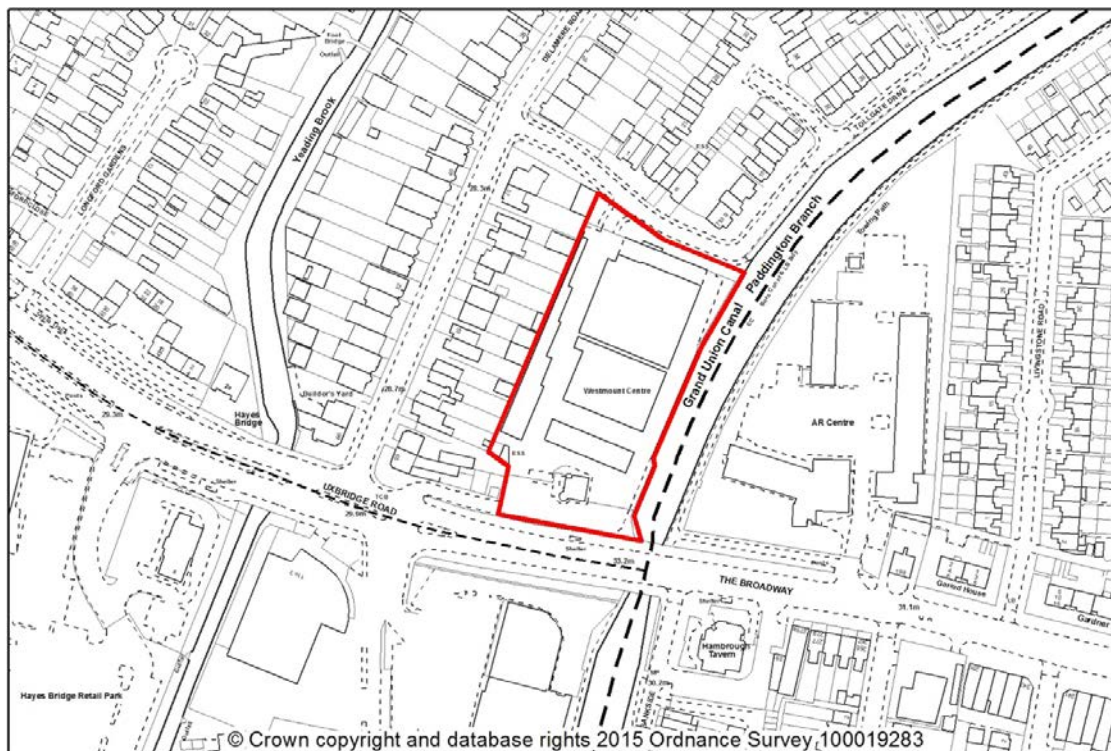
Site Information

Site name	Former Vehicle Testing Station, Cygnet Way, Hayes
Ward	Yeading
Location	Cygnet Way
Area (ha/sqm)	1.68 ha
PTAL Rating	1a
Proposed Development	Residential
Current UDP Designations	None
Proposed New Designations	None
Existing Use	Vehicle Testing Centre
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	84– 92
Existing Units	0
Net completions	84 – 92 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations To be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 46 -2026 4
Other Information	None

New Homes

Hayes Bridge, Uxbridge Road

The site forms part of the Hayes Bridge Industrial Area, much of which has been developed for housing. The site now only accommodates one self storage based business and following an assessment in the Council's Employment Land Study, it is considered that the site no longer justifies an employment designation. ~~Redevelopment of the site will depend on Shurguard vacating the site but it could~~ The Council will support the release of the site for residential led mixed used development.



POLICY SA 36: Hayes Bridge, Uxbridge Road

The Council supports the release of the Hayes Bridge site for residential **led mixed use** development. Proposals should meet the following criteria:

- The provision of residential development up to a maximum of 40 units. Development on the site should not exceed a density of 70 u/ph. Higher density development should be located along the canal.
- To reflect the existing use, storage and distribution uses (B8) will be considered suitable on the southern part of the site fronting Uxbridge Road.
- ~~Maximise the proximity of the site in relation to the Grand Union Canal, in accordance with the principles outlined in the Local Plan Part 1;~~
- The Council strongly encourages potential applicants to undertake pre-application discussions prior to the submission of a planning application; **and**
- Development proposals should incorporate canal side improvements, including the provision of residential moorings, and enhancements to the Strategic Canal and River Corridor, in accordance with relevant policies on the Blue Ribbon network.

New Homes

POLICY SA 36: Hayes Bridge

- Development on the site should meet the requirements of policies in other parts of the Local Plan.

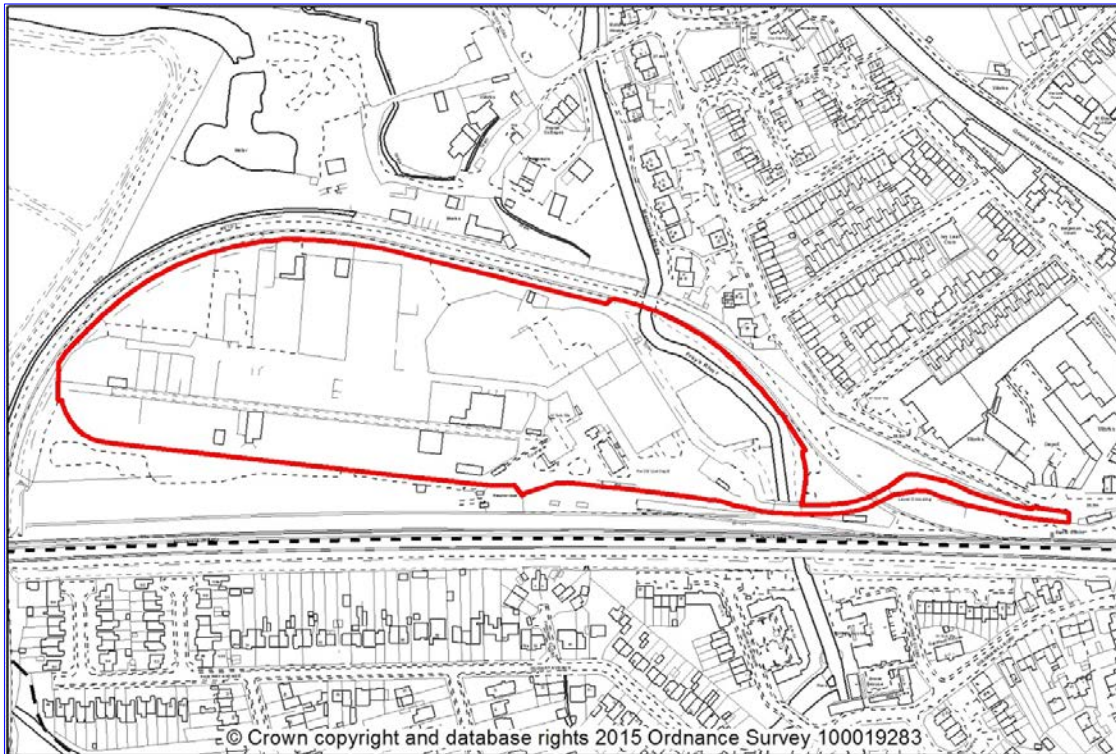
Site Information

Site name	Hayes Bridge, Uxbridge Road
Ward	Yeading
Location	Uxbridge Road (adjacent to Tollgate Drive/Delamere Drive)
Area (ha/sqm)	0.8 ha
PTAL Ratings	1b
Proposed Development	Residential led mixed use
Current UDP Designations	Industrial Business Area
Proposed New Designations	None
Existing Use	Self storage facility
Relevant Planning History (Most recent)	No relevant planning history
Proposed Number of Units	40
Existing Units	0
Net completions	40 units
Infrastructure Considerations and Constraints	Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage. Further infrastructure considerations to be negotiated as part of the planning application.
Flood Risk	Flood Zone 1
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 46 -2024 6
Other Information	Following the redevelopment of much of the IBA for housing with only one self storage business based on site it is considered that the site no longer justifies an employment designation. Redevelopment of the site would depend on SunGard vacating the site but it could be released to a residential led mixed-use scheme. The potential for residential moorings will be explored as part of the development scheme for this site. Site identified in the Hillingdon Housing Trajectory.

New Homes

Former Coal Depot, Tavistock Road, Yiewsley

Located on the western boundary of the borough, the former Coal Depot adjoins Yiewsley Town Centre to the east and Colne Valley Park to the north. The site forms part of the existing Tavistock Road IBA and is proposed to be released from its existing employment designation. In light of the forthcoming Crossrail Station at West Drayton the site offers significant opportunity for mixed-use development to drive the regeneration of Yiewsley Town Centre.



POLICY SA 37: Former Coal Depot, Tavistock Road

The Council will support proposals for mixed use development that capitalises on the proximity of the Crossrail station and promotes regeneration in Yiewsley Town Centre.

Key development principles are as follows:

- One third of the site should accommodate residential development at a density of 80-90 uph in line with the London Plan and be delivered at a scale that is not detrimental to local character;
- Subject to demand and viability, a proportion of the site should accommodate B1 office and SME workshops that do not detract from residential uses;
- A proportion of community infrastructure should be provided that meets local needs; and
- The provision of high quality open space that reflects recreational need identified in the Council's Open Space Strategy.

New Homes

POLICY SA 37: Former Coal Depot, Tavistock Road

- Particular consideration will need to be given to the proposed access arrangements to the site.

Development of the site should:

- Conserve and enhance the Beeches Nature Conservation Site;
- Contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network;
- Retain the floodplain within the site;
- Not undermine the continued viability of the adjacent railhead and ensure that amenity of the proposed development is not adversely affected by levels of noise, dust, light and air emissions; and
- Provide adequate parking and landscaping.

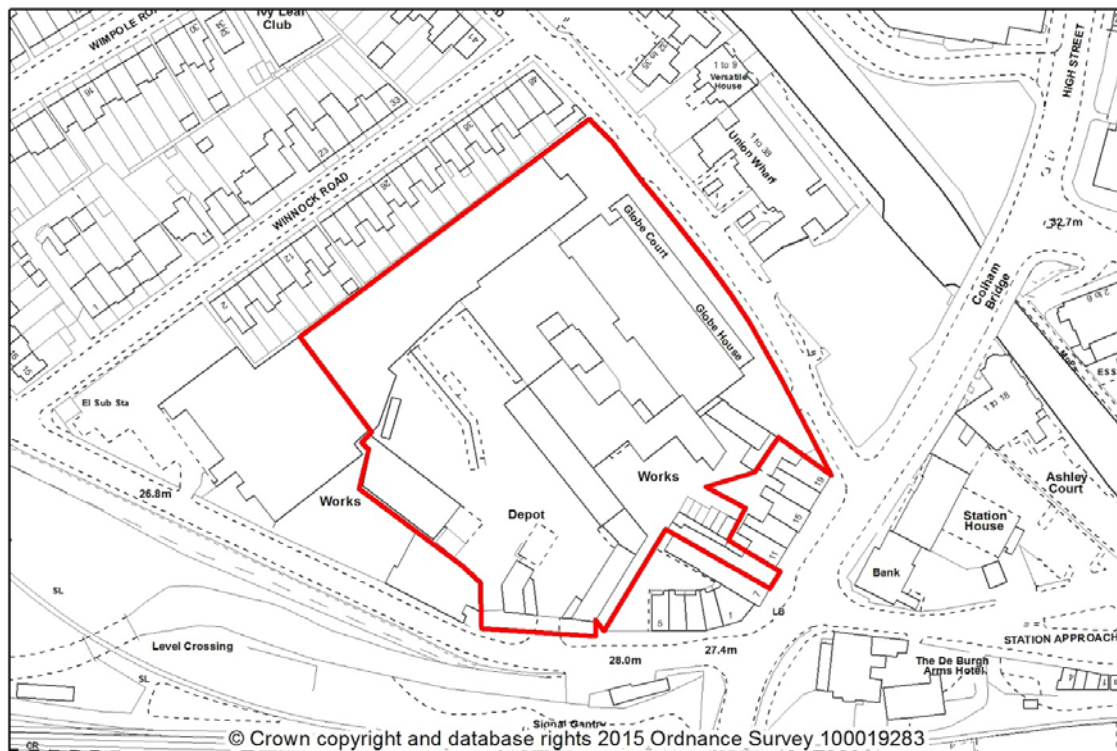
Site Information

Site name	Former Coal Depot, Tavistock Road
Ward	Yiewsley
Location	Tavistock Road
Area (ha/sqm)	6.35 ha
PTAL Rating	Less than 1a, 1a, 1b
Proposed Development	Mixed-use
Current UDP Designations	Industrial Business Area, adjacent to Green Belt and Nature Conservation Site of Metropolitan or Borough Grade I Importance, in proximity to Area of Special Local Character
Proposed Designations	Archaeological Priority Zone, Nature Conservation Site of Metropolitan or Borough Grade I Importance
Existing Use	Industrial
Relevant Planning History (Most recent)	None
Proposed Number of Units	168 - 189
Existing Units	0
Net Completions	168 - 189 units
Infrastructure Considerations and Constraints	To be negotiated as part of any planning application.
Flood risk	Flood Zone 1 and 3, Flood Risk Assessment required addressing drainage infrastructure.
Contamination	Potentially contaminated land due to former land use. Land remediation may be required.
Indicative Phasing	2021 - 2026
Other information	Proposed range of residential units calculated on 90 uph on a third of the total site area (2.1ha).

New Homes

Padcroft Works, Tavistock Road, Yiewsley

Tavistock Road occupies a prominent position ~~at the southernmost part of~~ in Yiewsley Town Centre, in close proximity to West Drayton Railway Station. In 2013 planning permission was granted ~~at the site~~ for a residential led mixed use development on the site.



POLICY SA 28-38: Padcroft Works

The Council will ensure that ~~the~~ development on the site is undertaken in accordance with the approved scheme (ref 45200/APP/2014/3638). ~~is developed in accordance with~~ takes account of the following development principles: ~~to be consistent with the existing planning permission (ref: 45200/APP/2012/3082).~~

- ~~Up to 308 residential units;~~
- ~~Higher density may be acceptable subject to high quality design;~~
- ~~Commercial ground floor uses; and~~
- ~~Associated amenity space, car parking and landscaping.~~

~~The Council will seek to secure the development of the site in accordance with the existing permission.~~

New Homes

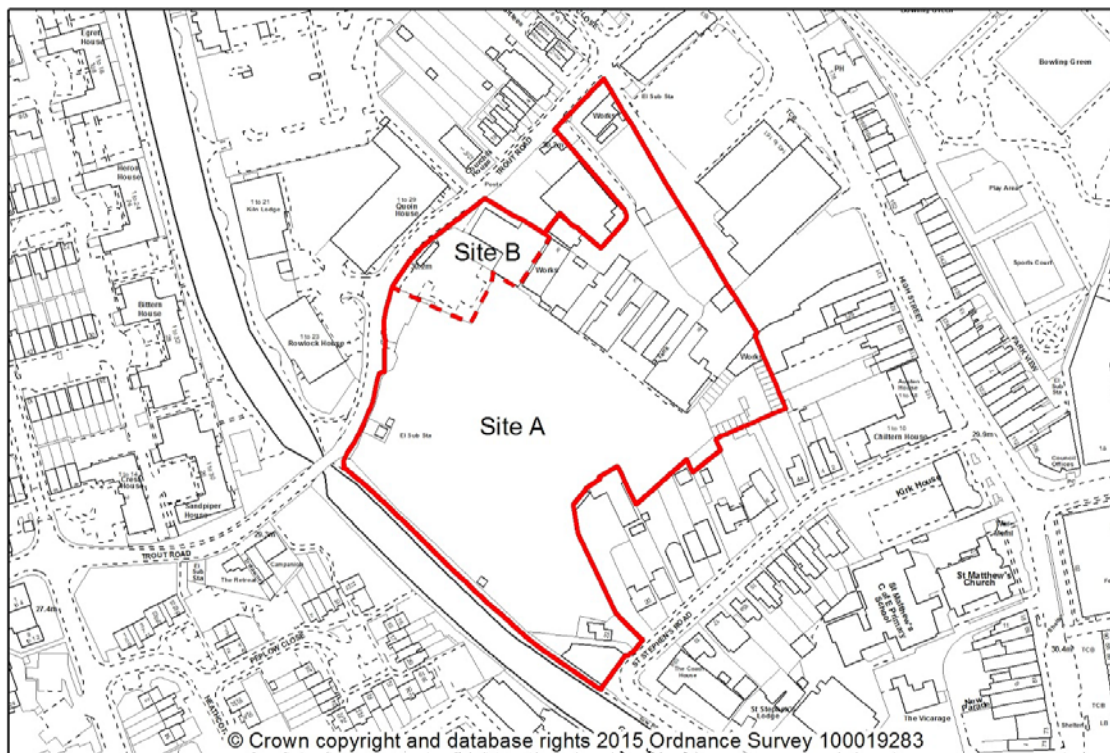
Site Information

Site name	Padcroft Works
Ward	Yiewsley
Location	Tavistock Road
Area (ha/sqm)	0.87 1.6 ha
PTAL Rating	4 2, 3
Proposed Development	Residential
Current UDP Designations	Crossrail and HS2 200 metre buffer , Yiewsley Town Centre, Secondary Shopping Area; Archaeological Priority Zone
Proposed New Designation	None
Existing Use	Industrial
Relevant Planning History (Most recent)	<p>Comprehensive redevelopment of site to provide three buildings of part 9 storeys, part 7 storeys and part 5 storeys comprising 208 residential units, 190 sqm (approx) of Use Class D1 floorspace, and 64 sqm (approx) of Use Class A1 floorspace with associated public and private amenity space, hard and soft landscaping, lower ground floor parking for vehicles and bicycles, and alterations to 9 High Street to form new pedestrian route (involving demolition of all existing buildings). Approved on 10.09.2013</p> <p>Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest Dairy and Tigi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles (ref 45200/APP/2014/3638). Approved subject to S106.</p>
Proposed Number of Units	2 308
Existing Units	0
Net completions	2 308 units
Infrastructure Considerations and Constraints	Drainage strategy is in place
Flood risk	Flood Zone 1, surface water flooding.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 - 2021
Other Information	None Crossrail and HS2 200 metre buffer. Site identified in the Hillingdon Housing Trajectory.

New Homes

Trout Road, Yiewsley

The site comprises a parcel of land bound to the south by the Canal and St Stephen's Road and to the North-West by Trout Road. ~~The site is considered suitable for residential-led mixed use development.~~ The Council has granted planning permission for the provision of 99 residential units as part of a mixed used development on Site A and 44 residential units on Site B.



POLICY SA 39: Trout Road, Yiewsley

The Council will support ~~residential-led mixed use~~ development proposals that contribute to the regeneration of Yiewsley Town Centre.

Site A

The Council will seek to secure the development of the site in accordance with the existing permission ref 38058/APP/2013/1756. ~~the Council supports the will secure development of this site subject to the following key development principles:~~

- ~~• 30% of floorspace should relate to leisure and commercial uses to reflect the town centre location and the previous use of the site;~~
- 70% of floorspace should relate to residential uses;

Site B

The Council will seek to secure the development of the site in accordance with the existing permission ref 3678/APP/2013/3637.

New Homes

Site Information

Site name	Site A Trout Road, Yiewsley	Site B Trout Road, Yiewsley
Ward	Yiewsley	Yiewsley
Location	Rainbow and Kirkby Industrial Estates, Trout Road	Caxton House, Trout Road
Area (ha/sqm)	2.7 ha	0.18
PTAL Rating	2	2
Proposed Development	Mixed use development	Residential
Current UDP Designations	Industrial Business Area; Yiewsley Town Centre; Archaeological Priority Zone	Industrial Business Area; Yiewsley Town Centre; Archaeological Priority Zone
Proposed New Designations	None	None
Existing Use	Industrial buildings	Industrial buildings
Relevant Planning History (Most recent)	<p>A planning application has been submitted for the following:</p> <p>Demolition of existing commercial premises and existing dwelling and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. (Outline Application). Approval on 16.06.2014.</p> <p>Application awaiting determination.</p>	<p>Erection of 44 Residential Apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings). Approval at 31.07.2014.</p>
Proposed Number of Units	99	44
Existing Units	0	0
Net completions	99 units	44 units
Infrastructure Considerations and Constraints	As per extant consent	As per extant consent
Flood Risk	Flood Zone 1	Flood Zone 1, Surface Water flooding, Drainage Statement in place.
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition..
Indicative Phasing	2016-2021	2016-2021

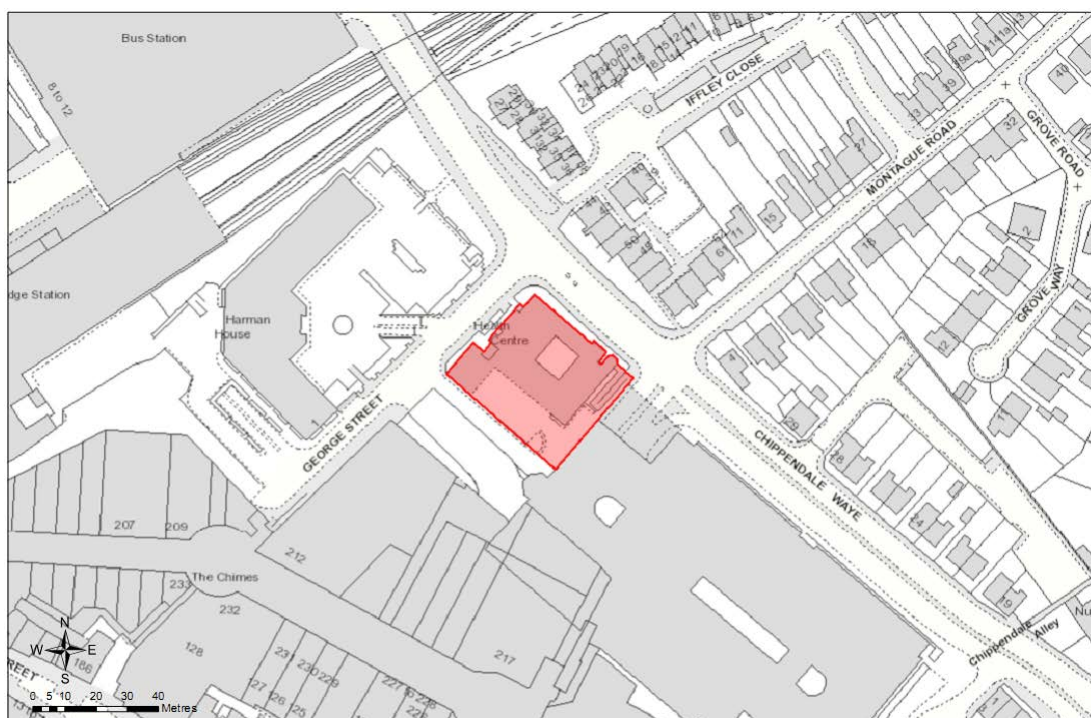
New Homes

Site name	Site A Trout Road, Yiewsley	Site B Trout Road, Yiewsley
Other Information	Site is identified in Hillingdon's Housing Trajectory and for release in the Council's Employment Land Study. Proposed Residential Units Calculation: PTAL Rating @ 60-uph	Site is identified for release in the Council's Employment Land Study. Habitat Survey in place.

New Homes

Uxbridge Health Centre, Chippendale Way

The St Andrews Park redevelopment has given rise to the opportunity for a purpose-built health centre being developed there to serve Uxbridge Town Centre and the surrounding area. The existing health centre is located within the designated Town Centre boundary, outside the primary and secondary frontages and is considered suitable for residential led mixed use development.



Map Notes

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POLICY SA 30: Uxbridge Health Centre, Chippendale Way

This site is located outside the primary shopping area and the Council will support residential-led mixed use redevelopment proposals that contribute to the mixed use character of Uxbridge Town Centre. The Council supports the development of this site subject to the following key development principles:

- 30% of floorspace should relate to community and commercial uses to reflect the town centre location and the previous use of the site;
- 70% of floorspace should relate to residential uses;
- Particular consideration will need to be given to the proposed access arrangements to the site;
- Proposals should meet the provisions of relevant policies in other parts of the Local Plan; and
- The mix of uses is considered important and should capitalise on the proximity of the Uxbridge Underground and Bus Stations.

New Homes

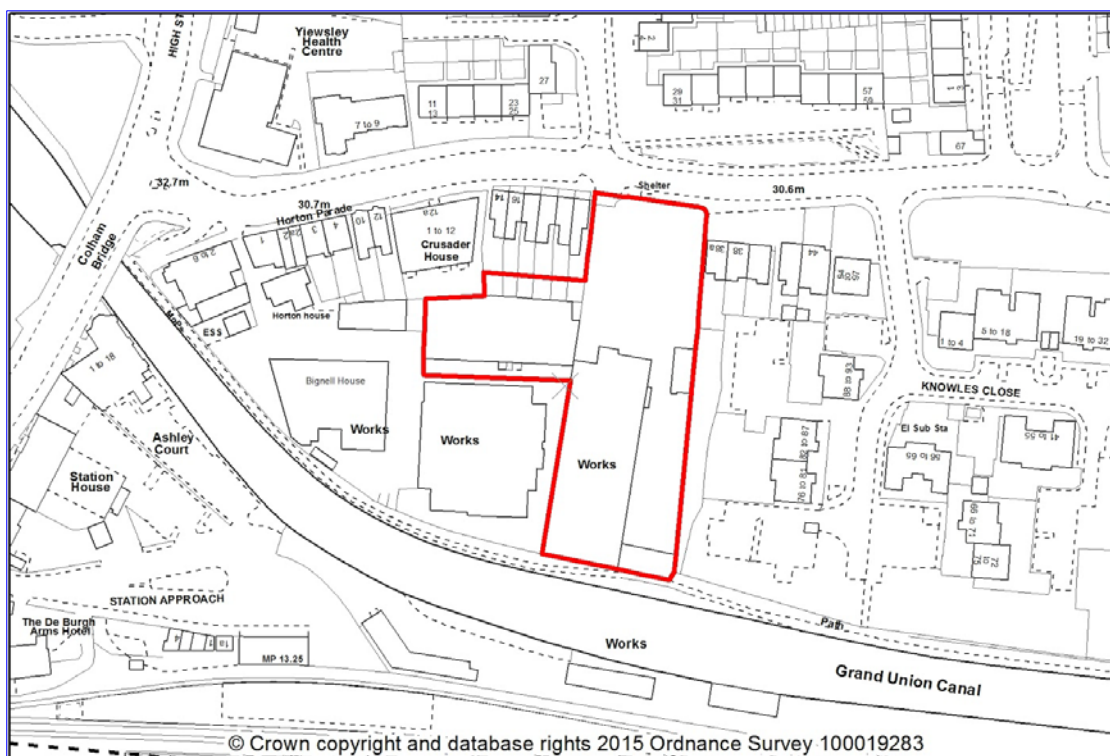
Site Information

Site name	Uxbridge Health Centre, Chippendale Way
Ward	Uxbridge North
Location	Uxbridge Town Centre — outside primary and secondary frontages
Area (ha/sqm)	1650 square metres sqm
PTAL Rating	5
Proposed Development	Mixed use development
Designations	None Partly within Archaeological Priority Area
Existing Use	NHS Health Centre
Relevant Planning History (Most recent)	None
Proposed Number of Units	15
Existing Units	0
Net completions	15 units
Infrastructure Considerations	To be negotiated as part of the planning application.
Indicative Phasing	2021 – 2026
Other Information	None

New Homes

26 - 36 Horton Road, Yiewsley

Located on the western edge of Yiewsley Town Centre the site is surrounded by a mix of industrial and residential uses. The Council has granted planning permission for the redevelopment of the site to provide 50 residential units.



POLICY SA 40: 26-36 Horton Road, Yiewsley

The Council will support the provision of residential development on the site up to a maximum of 50 units, in accordance with the existing planning permission ref 3507/APP/2013/2327.

Site Information

Site name	26 - 36 Horton Road
Ward	Yiewsley
Location	Horton Road
Area (ha/sqm)	0.46 ha
PTAL Rating	2
Proposed Development	Residential
Current UDP Designations	Yiewsley Town Centre
Proposed New Designation	None
Existing Use	Industrial buildings

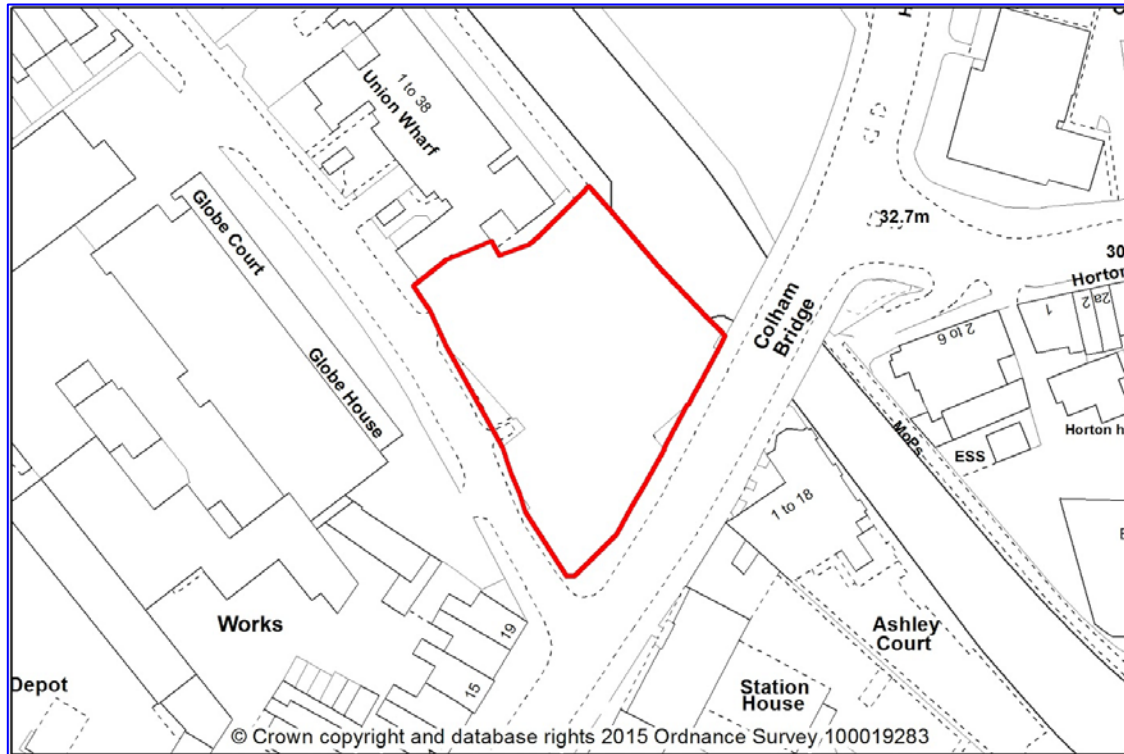
New Homes

Site name	26 - 36 Horton Road
Relevant Planning History (Most recent)	Demolition of existing buildings and redevelopment to provide 50 residential units in 3 buildings with associated car parking and cycle parking spaces, communal amenity areas, landscaping, private gardens and balconies utilising existing access. Approval on 16.01.2014.
Proposed Number of Units	50
Existing Units	0
Net completions	50 units
Infrastructure Considerations and Constraints	No specific considerations
Flood Risk	Flood Zone1, site specific Flood Risk Assessment in place that sets strategy for the disposal of surface water runoff
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition..
Indicative Phasing	2016-2021
Other Information	Habitat Survey and Ecological Assessment in place

New Homes

21 High Street, Yiewsley

Located south of the Grand Union Canal, this site is located in close proximity to West Drayton Railway Station and will benefit from the future Crossrail link. The Council has granted planning permission for the provision of residential led mixed use development, including 44 residential units and a range of retail uses.



POLICY SA 41: 21 High Street, Yiewsley

The Council will support provision of residential development on the site up to a maximum of 51 units, in accordance with the existing planning permission ref 26628/APP/2014/675.

Site Information

Site name	21 High Street, Yiewsley
Ward	Yiewsley
Location	High Street
Area (ha/sqm)	0.2ha
PTAL Rating	3
Proposed Development	Mixed use
Current UDP Designations	Yiewsley Town Centre, Adjacent to Strategic Canal and River Corridor
Proposed New Designations	None
Existing Use	Vacant

New Homes

Site name	21 High Street, Yiewsley
Relevant Planning History (Most recent)	Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 53 car parking spaces, 3 motorcycle spaces and 51 cycle parking spaces, communal and private amenity areas and landscaping works. Approval at 31.07.2014.
Proposed Number of Units	51
Existing Units	0
Net completions	51 units
Infrastructure Considerations and Constraints	As per extant consent
Flood Risk	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.
Indicative Phasing	2016 - 2021
Other Information	None

4. Rebalancing Employment Land

4.1 Hillingdon has 358 hectares of designated employment land, which is mainly focused on the industrial areas of the Hayes-West Drayton Corridor, Uxbridge, Heathrow and South Ruislip. The Council views these areas as a valuable resource and its intention is to retain the best quality employment land [and direct employment growth to preferred locations](#) to ensure future economic growth in the borough.

4.2 This chapter identifies the employment land to be retained over the period of the Local Plan, [these](#) sites to be released for other uses [and preferred locations for different types of employment and employment - generating uses](#). It is underpinned by policy E1 [and E2](#) in the Local Plan Part 1, which states that:

"The Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL), including the designation of 13.63 hectares of new employment land."

"The Council will accommodate 9,000 new jobs during the plan period. Out of these, 6,400 are anticipated to be office-based jobs. Most of this employment growth will be directed to suitable sites in the ...Locally Significant Employment Locations (LSEL) ...Uxbridge and Hayes Town Centre with a particular focus around transport nodes....The Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter".

4.3 Areas for managed release of employment [and preferred locations for growth land](#) are shown on Map 5.1 in the Local Plan Part 1.

4.4 The supporting text to policy E1 notes that 17.58 hectares of surplus industrial and warehousing land could be released from 2011-2026. In accordance with the Local Plan Part 1 the Council has recently completed an update of its Employment Land Study (ELS). This 2014 update concludes that there continues to be a surplus of designated employment land in the borough and under the most likely scenario (medium), updates this figure to 18.5 hectares that could be released over the period of the Local Plan. This chapter carries forward the conclusions of the 2014 updated [Employment Land Study](#) by identifying the areas that are most suitable for release and those that should be retained in employment use.

Strategic Industrial Locations

4.5 'Strategic Industrial Locations' (SILs) are identified in the London Plan as London's main reservoir of industrial land. These sites are categorised as either 'Preferred Industrial Locations' (PILs) which are suitable for general industrial, wholesale distribution, waste management and recycling or

REBALANCING EMPLOYMENT LAND

'Industrial Business Parks' (IBPs), which are more suited to specialist industrial and office development.

4.6 Hillingdon contains four regionally important Strategic Industrial Locations (SILs) totalling around 270 hectares:

- | | |
|---------------------------------------|-------------------------------|
| 1) Hayes Industrial Area: | Preferred Industrial Location |
| 2) Uxbridge Industrial Estate: | Preferred Industrial Location |
| 3) Stonefield Way, South Ruislip: | Preferred Industrial Location |
| 4) North Uxbridge Industrial Estates: | Industrial Business Park |

4.7 A review of these sites was undertaken as part of the 2014 update to the ELS. It was concluded that all four SILs continue to perform a strategic function and should be retained ~~with their boundaries unchanged~~. Policy 2.17 in the London Plan provides guidance on planning decisions and Local Plan preparation relating to development in SILs. It states that boroughs should identify these areas on proposals maps. In accordance with this policy, the Council proposes to retain the following sites as detailed on Maps B to F as SILs:

Policy SEA 1: Strategic Industrial Locations

In accordance with policy 2.17 of the London Plan the Council will promote, manage where appropriate protect a network of Strategic Industrial Locations across the borough. The following are designated as Preferred Industrial Locations (PILs).

- **Hayes Industrial Area**, defined by the areas shown on Map B located near Hayes town centre, on Map C located off Springfield Road to the east of the Minet Country Park.
- **Uxbridge Industrial Estate**, defined as the area shown on Map D.
- **Stonefield Way Industrial Estate**, as defined by the area shown on Map E

The following area is designated as an Industrial Business Park (IBP):

- **North Uxbridge Industrial Area**, as defined by the area shown on Map F.

Development in these areas will be required to meet the provisions of draft policy DME 1 in the Council's Development Management Policies, and policy 2.17 of The London Plan.

Relevant Development Management Policy

- **DME 1: Employment Uses in Designated Employment Sites**

Hayes Industrial Area

4.8 The Hayes Industrial Area comprises a cluster of sites straddling the London to Paddington railway line in the south of the borough. Traditionally, this area has been a centre for general industry. Manufacturing still retains a foothold in the form of mechanical engineering and construction support services. Increasingly however, this area supports distribution and logistics

REBALANCING EMPLOYMENT LAND

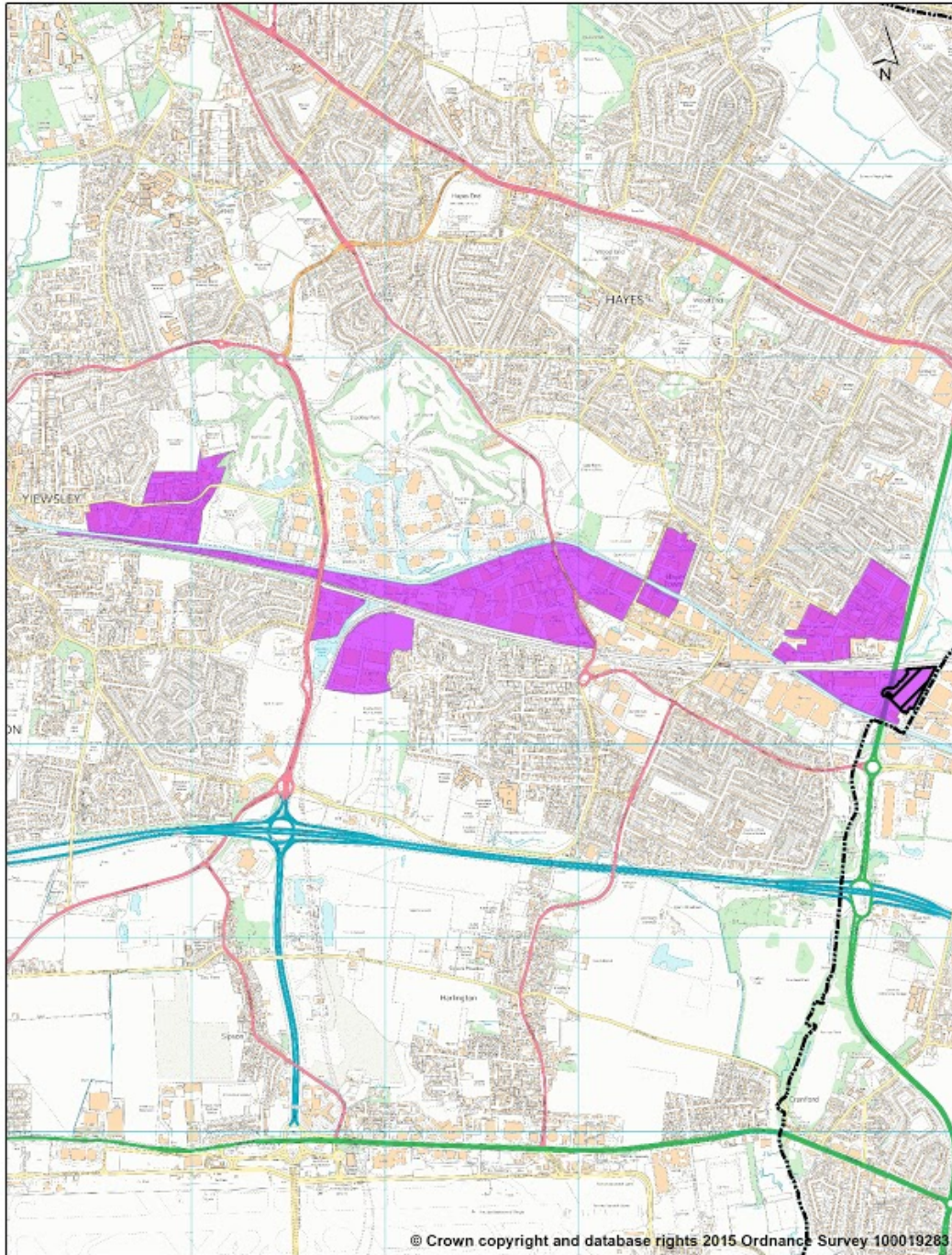
uses associated with Heathrow. Paragraph 2.82 of the London Plan highlights the importance of making strategic provision for logistics near Heathrow. As such, the following sections of the Hayes Industrial Area will ~~continue to be designated~~ as Strategic Industrial Locations (Preferred Industrial Location):

1. Horton Road Yiewsley
2. Stockley Close, Heathrow
3. Prologis Park, ~~Stockley Park~~, Hayes
4. Rigby Lane, Swallowfield Way / Betham Road / Dawley Road West, Hayes
5. Blyth Road / Clayton Road / Printinghouse Lane, Hayes
6. Pump Lane, Hayes
7. Bulls Bridge, North Hyde Gardens, Hayes
8. Springfield Road, Hayes

4.9 Clusters 1 - 7 located near Hayes Town Centre are identified in an overview on Map B. Cluster 8 located near Springfield Road, Hayes is identified on Map C.

REBALANCING EMPLOYMENT LAND

Map B: Hayes Industrial Area SIL (PIL) showing clusters 1 - 7 near Hayes Town



Rebalancing Employment Land

Sites located near Hayes Town Centre



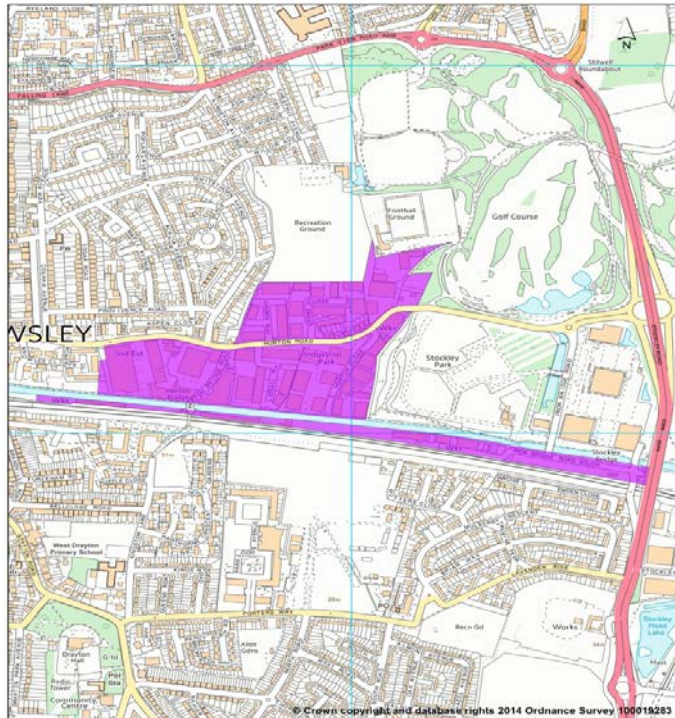
Aggregate Processing and Recycling Location

REBALANCING EMPLOYMENT LAND

Description of Clusters 1 - 7 in the Hayes SIL (PIL) - as shown on Map B

1) Horton Road, Yiewsley

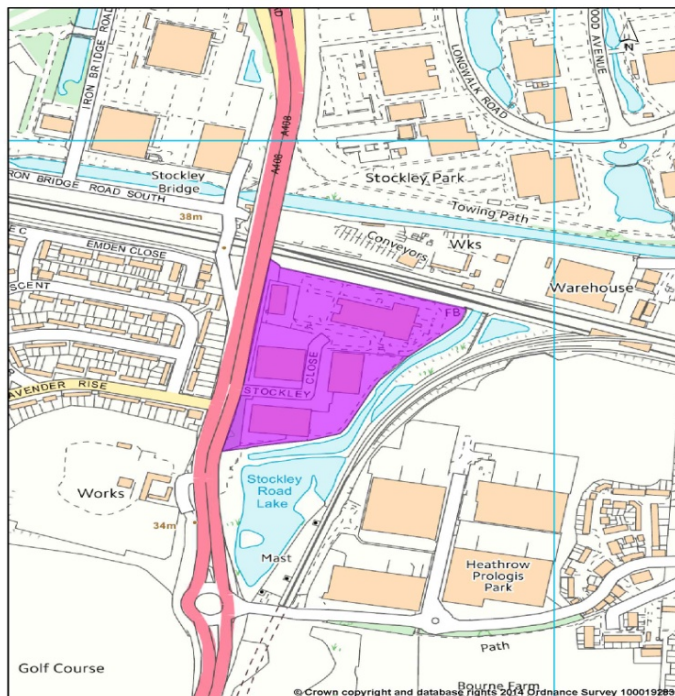
4.10 Horton Road is an active, designated Industrial Business Area which makes up part of the Strategic Hayes Industrial Area. The employment site retains a strong mix of industrial and warehousing businesses, employing local people. Consequently it is considered that Horton Road should retain its employment designation with any release of sites being resisted.



Rebalancing Employment Land
Horton Road, Yiewsley

2) Stockley Close, Heathrow

4.11 Stockley Close has been improved with a range of modern industrial / logistics units. The site is in close proximity to Stockley Flyover and is attracting a number of operators who desire medium sized business units.

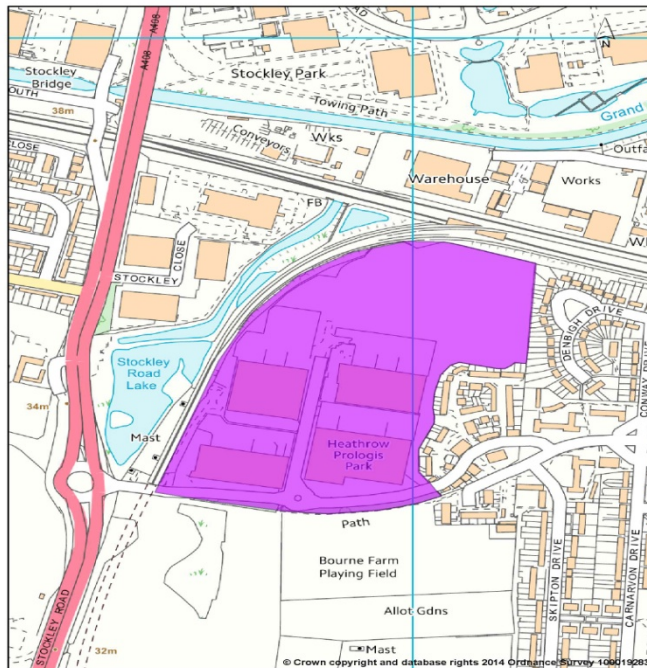


Rebalancing Employment Land
Stockley Close, Heathrow

REBALANCING EMPLOYMENT LAND

3) Prologis Park, Stockley Park, Hayes

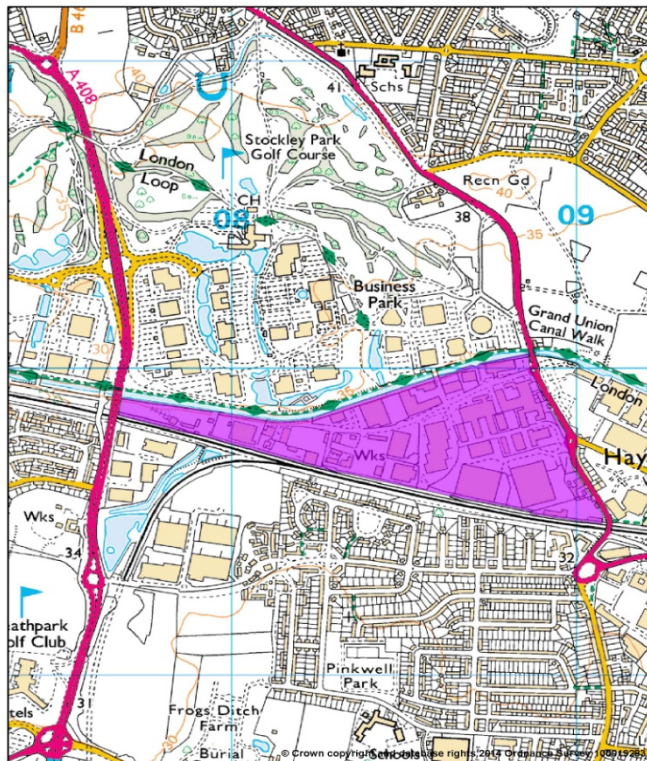
4.12 Prologis Park makes an important contribution to the Heathrow logistics market and ~~as such has been is designated as~~ constitutes a **Significant Industrial Location**. ~~strategically significant industrial location. Given its location, it is proposed to form an additional as part of the Hayes Industrial Area.~~



Rebalancing Employment Land
Prologis Park, Stockley Park, Hayes

4) Rigby Lane / Swallowfield Way/ Betham Road / Dawley Road West, Hayes

4.13 Vacancy rates for floorspace and land availability continue to remain low. The vibrancy of the estate's businesses and diversity of industrial and distribution activities justify its status as part of the Hayes Industrial Area ~~and proposed designation as~~ Preferred Industrial Location.

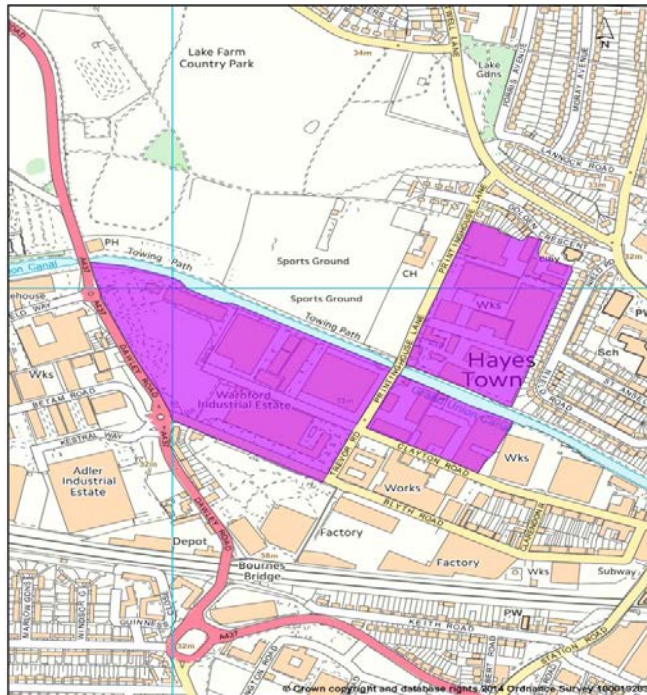


Rebalancing Employment Land
Rigby Lane / Swallowfield Way / Betham Road / Dawley Road West, Hayes, Hayes

REBALANCING EMPLOYMENT LAND

5) Blyth Road, Clayton Road, Printinghouse Lane, Hayes

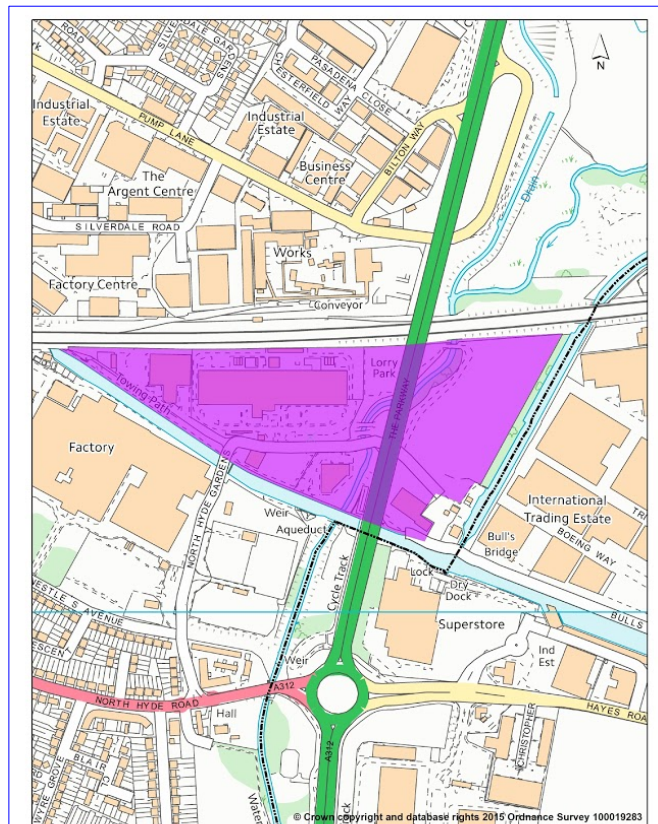
4.14 Land to the south of Blyth Road has an approved planning permission for mixed use development, including 244 642 residential units. The land to the north retains a diverse range of industrial activities, although it is considered that some sites along the canal frontage would make a greater contribution to regeneration in Hayes if they were subject to mixed use development.



Rebalancing Employment Land
Blyth Road, Clayton Road, Printinghouse Lane, Hayes

6) Bulls Bridge, North Hyde Gardens, Hayes

4.15 The Bulls Bridge site is located on the eastern boundary of the Borough and adjoins the Bulls Bridge Conservation Area. The western part of the site is currently occupied by British Airways Engineering. The western part of the site has received planning permission for the provision of an aggregates recycling and processing plant. It should continue. The site is proposed to be retained as employment designation and should form part of the proposed Strategic Industrial Location.



Rebalancing Employment Land
Bulls Bridge, North Hyde Gardens, Hayes

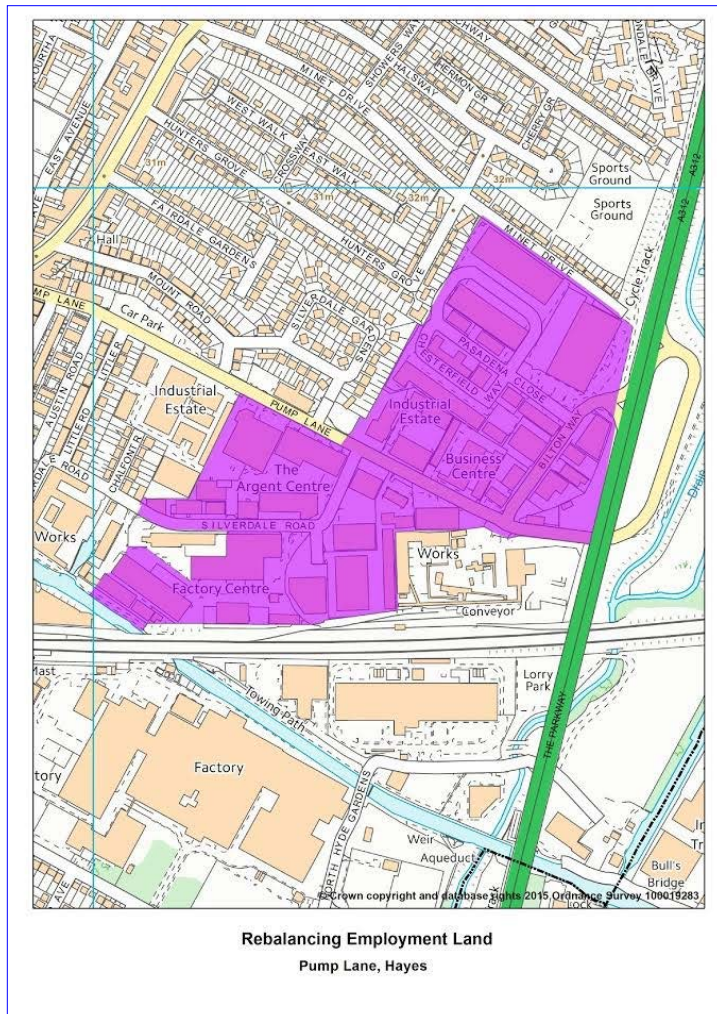
REBALANCING EMPLOYMENT LAND

7) Pump Lane, Hayes

4.16 Pump Lane is a vibrant industrial location with a wide range of businesses. **Whilst there has been some recent investment,** It is evident that the employment area could benefit from some more new development, in particular the redevelopment of some isolated bulky goods retail buildings into medium sized business units.

4.17 The Chailey Industrial Estate on the south western section of Pump Lane provides an opportunity to enhance Hayes Town Centre. **It is proposed for release and is identified for mixed use residential development proposals in Policy SA 22.**

4.18 In addition, Benlow Works within the Silverdale Industrial Estate is identified for mixed-use development and the existing railhead at Pump Lane is safeguarded for future aggregate use. The remaining area will form part of the proposed Preferred Industrial Location that is proposed to be retained.

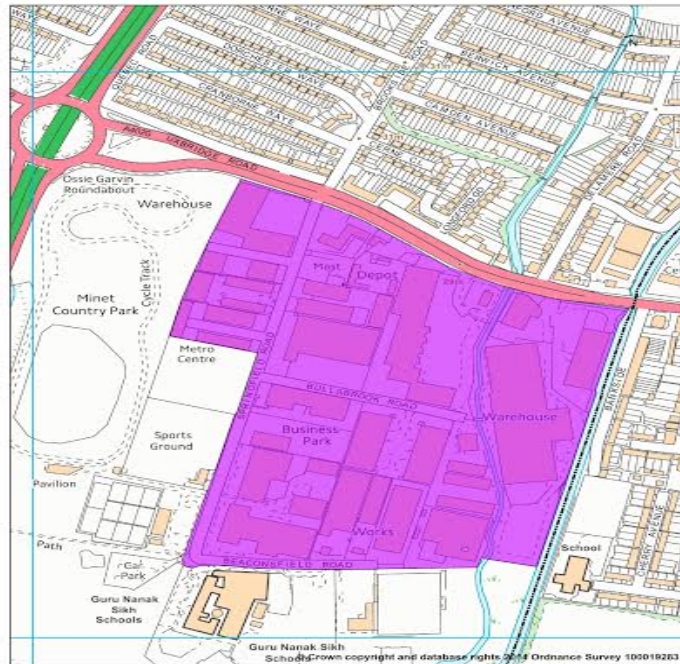


REBALANCING EMPLOYMENT LAND

Map C: Springfield Road, part of the Hayes Industrial Area SIL

8) Springfield Road, to the east of Minet Country Park, Hayes

4.19 Springfield Road, Hayes is a vibrant employment site with a wide range of businesses. It has benefited from recent investment from the private sector. Vacancy rates are only slightly above the normal accepted churn rate. The Council is of the view that most of the existing Industrial Business Area should be regarded as forming part of the Strategic Hayes Industrial Area – Preferred Industrial Location.



Rebalancing Employment Land
Sites located off Springfield Road to the east of Minet Country Park, near Hayes town centre

REBALANCING EMPLOYMENT LAND

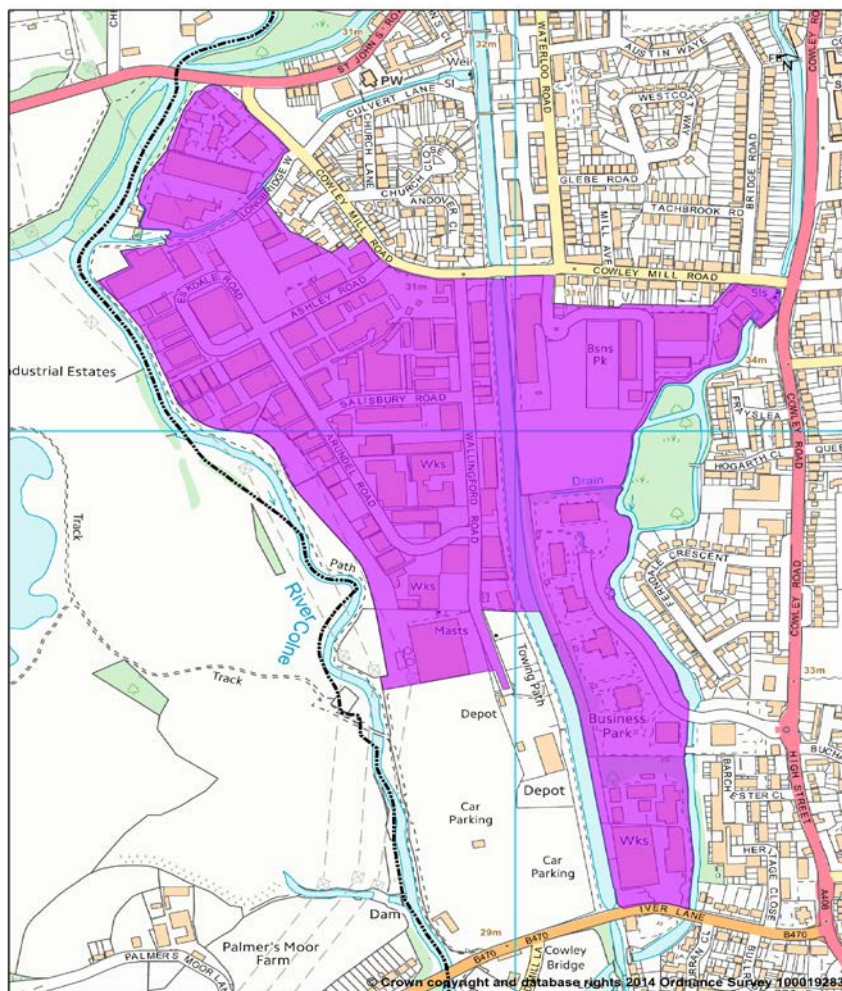
Uxbridge Industrial Estate

4.20 Uxbridge Industrial Estate is designated as a Strategic Industrial Location – Preferred Industrial Location. It ~~still~~ retains a strong industrial character and is in significant active use. As such, the Council is of the view that the site should be retained in industrial use, with the exception of ~~a number of specific areas to be released~~ the Cape Boards site north of Iver Lane.

4.21 The Cape Boards site has remained vacant for a substantial period of time. The site has been subject to decontamination works ~~and is proposed for considered suitable to be released for~~ to residential-led mixed use development ~~elsewhere in this Plan.~~

4.22 The boundary of the existing IBA will be redrawn as proposed in the London Borough of Hillingdon Employment Land Study 2009 and updated in 2014.

Map D: Proposed extent of Uxbridge Industrial Estate SIL (PIL)



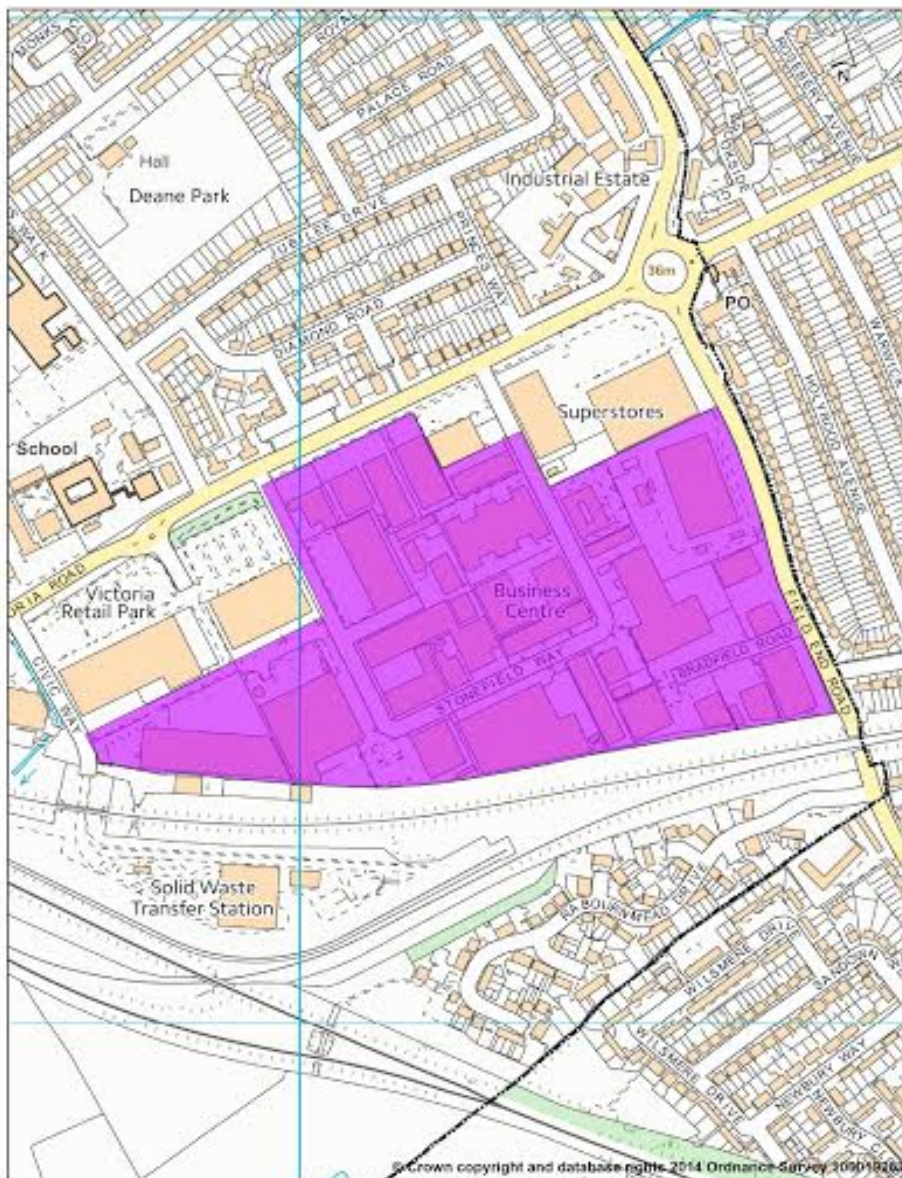
Rebalancing Employment Land
Proposed extent of Uxbridge Industrial PIL

REBALANCING EMPLOYMENT LAND

Stonefield Way

4.23 ~~There is a significant presence of industrial companies, new buildings and landscaping have contributed to a significant improvement to the quality of the estate's environment. Stonefield Way has benefitted from significant improvements in recent years. It would now be more accurate to define the estate as having a character typical of the Greater London Authority's Industrial Business Park definition rather than a Preferred Industrial Location that it is designated in the London Plan. Plan~~ Map D shows the area to be redesignated as a Strategic Industrial Location - Preferred Industrial Location.

Map E: Stonefield Way, South Ruislip SIL (PIL)



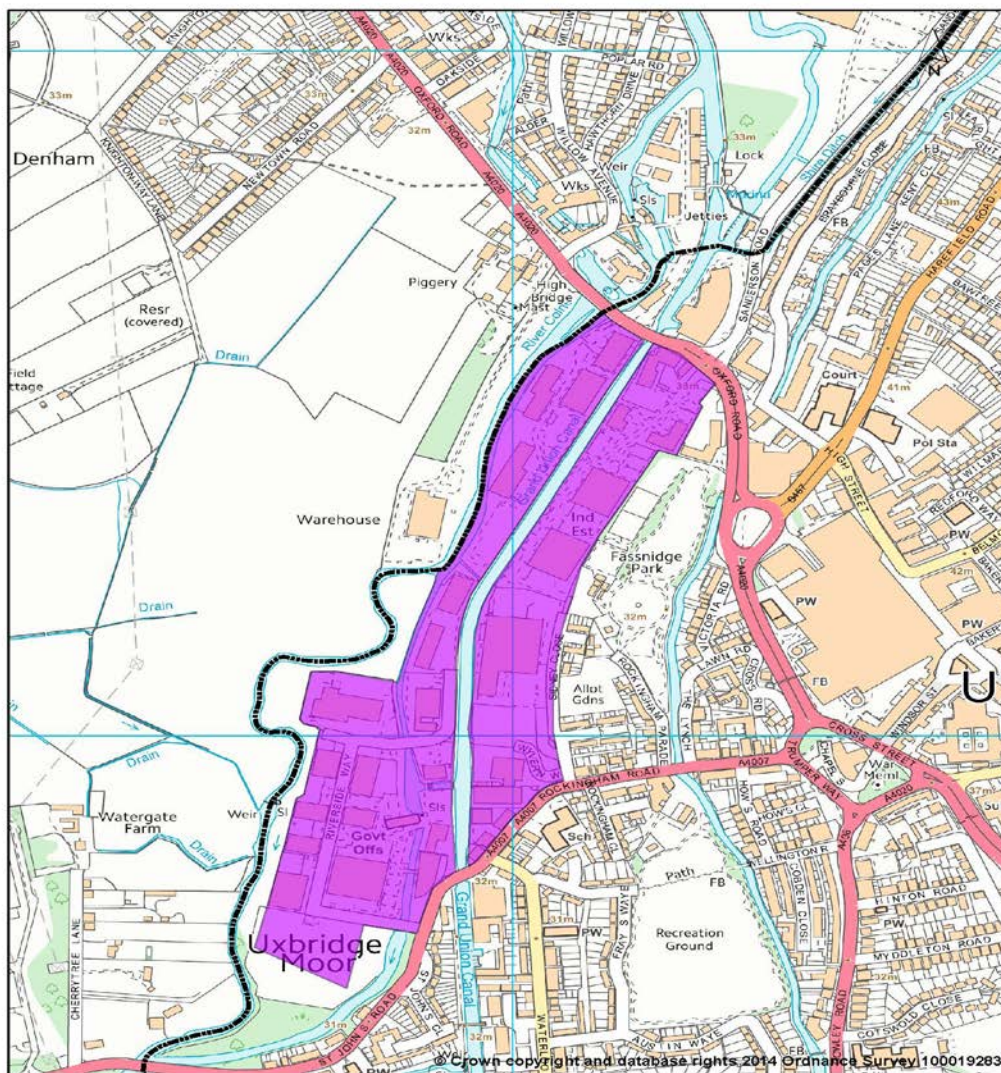
Rebalancing Employment Land
Proposed extent of Stonefield Way PIL, South Ruislip

REBALANCING EMPLOYMENT LAND

North Uxbridge Industrial Area

4.24 The **North Uxbridge Industrial Area IBA** has ~~gone been going~~ through a significant change in recent years with a major investment from SEGRO. Any release to housing would conflict with the long term goals of local and strategic employment designations and should be resisted. With Uxbridge set to grow up to 2026 and the nearby expansion of Brunel University, this **IBA Industrial Business Area** could significantly benefit from new markets and business development initiatives currently being formulated by the Council and its partners. As such, the site is ~~proposed to be included in the~~ designated as SIL ~~designation~~ and is identified as an Industrial Business Park (IBP).

Map F: Proposed extent of North Uxbridge SIL (IBP)



Rebalancing Employment Land
Proposed extent of North Uxbridge IBP

Locally Significant Industrial and Employment **Locations Sites**

4.25 In addition to the Strategic Industrial Locations identified in the London Plan, Hillingdon contains a series of locally significant sites **that are designated for employment**. These locations are considered to be most appropriate for accommodating employment generating uses in terms of access, layout and where there is a need on amenity grounds to separate development from residential and other sensitive uses. In many cases, locally significant sites have a close relationship with SILs **in Hillingdon**.

~~4.26 The 2009 Employment Land Study (ELS) recommended that locally significant sites should be designated as either Locally Significant Industrial Sites or Locally Significant Employment Locations Sites in accordance with Policy 4.4 in the London Plan and this has been carried through into the ELS 2014 update. This differentiation depends on whether the focus of the uses on the site is either industrial in nature, or relates to other employment generating uses, such as offices or other low impact employment uses.~~

4.27 ~~This following~~ section identifies those sites in the Borough to be designated as **LSIS and LSESL** (Locally Significant Employment Locations) or **LSIS** (Locally Significant Industrial Sites), ~~based on the conclusions of the Employment Land Study 2009.~~

(a) Locally Significant Employment Locations

- ~~• Summerhouse Lane/Royal Quay Salamander Quay, Harefield~~
- Stockley Park
- Bath Road, Hayes

4.28 In addition to the above and on the basis of the conclusions of the 2014 Employment Land Study update it is proposed to designate Odyssey Business Park as a Locally Significant Employment Location to protect existing employment uses.

- ~~• Odyssey Business Park, South Ruislip~~

(b) Locally Significant Industrial Sites:

- Packet Boat Lane, Cowley
- Braintree Road Industrial Area, South Ruislip
- Covert Farm, Heathrow

Relevant Development Management Policy

- DME 1: Employment Uses in Designated Employment Sites
- DME 5: Office Development (LSEL only)

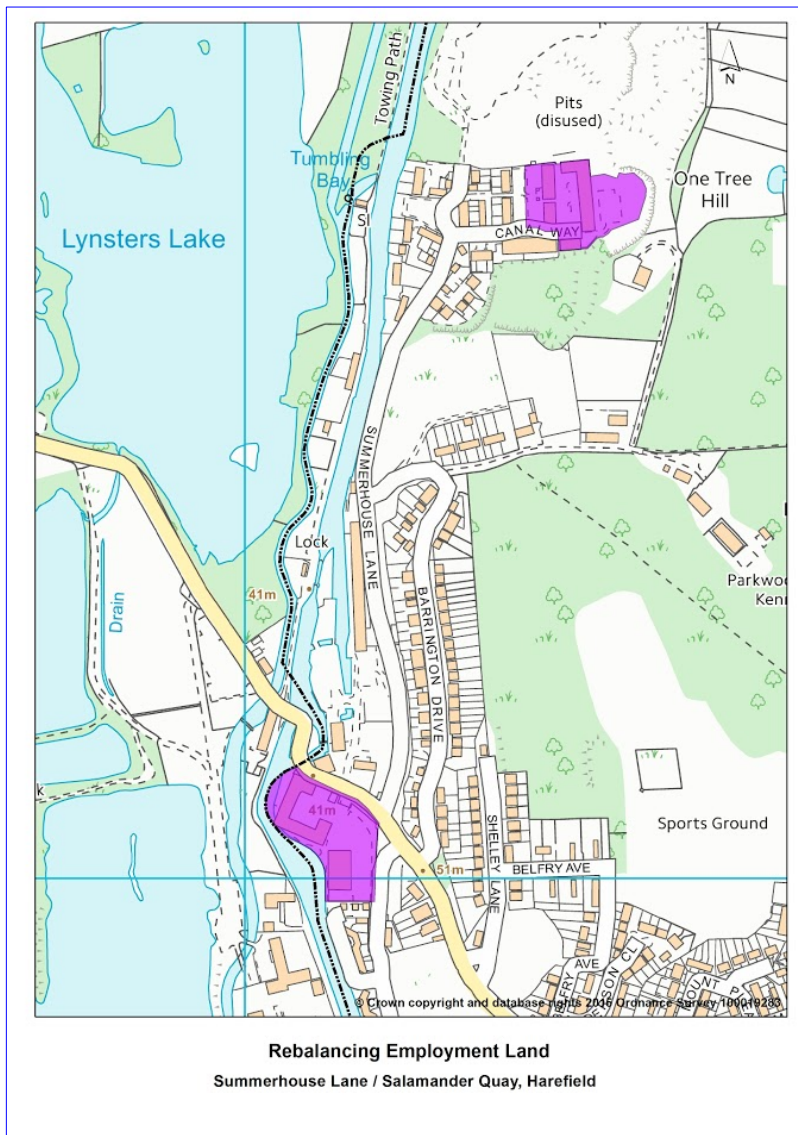
REBALANCING EMPLOYMENT LAND

Locally Significant Employment Locations (LSEL)

Summerhouse Lane/ ~~Royal Quay~~/Salamander Quay, Harefield

4.29 The Council proposes to ~~redraw the boundaries of the existing IBA to exclude the already completed housing component in the north of the IBA,~~ release most of the designated employment site west of Summerhouse Lane to housing. The northern most part of the existing employment designation situated on Canal Way is proposed to be designated as a Locally Significant Employment Location. In addition, the Council proposes to designate a ~~Locally Significant Employment Location. The vacant part of Royal Quay to housing and include designate~~ Salamander Quay West south of Park Lane as a ~~designated~~ Locally Significant Employment Location (~~LSEL~~).

MAP G: Proposed location of Summerhouse Lane, ~~Royal~~ Salamander Quay West LSEL



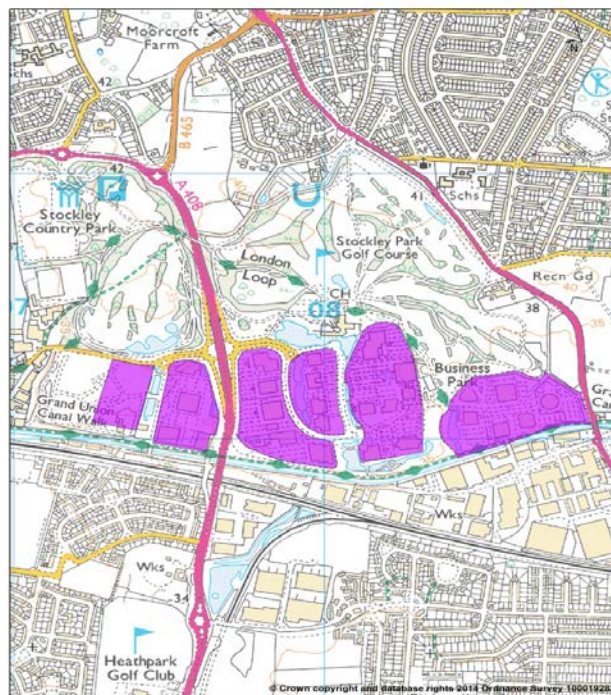
REBALANCING EMPLOYMENT LAND

Stockley Park

4.30 Stockley Park is a strategic office location covering an area of some 67 hectares. It is a [designated employment location](#) of major significance to the borough's economy employing some 7,000 people. The Council's intention is that the site should continue to primarily accommodate B1(a) office uses over the period of the Plan in high quality landscaped surrounds. Uses which would impact on its integrity as a high quality strategic office location or on the local amenity of the business park will be discouraged. ~~In this regard, other employment uses such as B2 and B8 are considered inconsistent with this activity and are encouraged to locate to more appropriate sites in the Borough. However it is recognised that a hotel could be of benefit to the site and the wider area, including Heathrow. In accordance with recent proposals, the Council is of the view that the most appropriate location for the hotel would be phase 3 of the site.~~

4.31 The updated 2014 [Employment Land Study](#) identified that Stockley Park continues to show high demand. In order to protect it as a high quality business park for B1(a) offices and as a strategic employment area, Stockley Park ~~should~~ will be [retained and](#) designated as a Locally Significant Employment [Site Location](#).

Map H: Stockley Park LSEL



Rebalancing Employment Land
Stockley Park

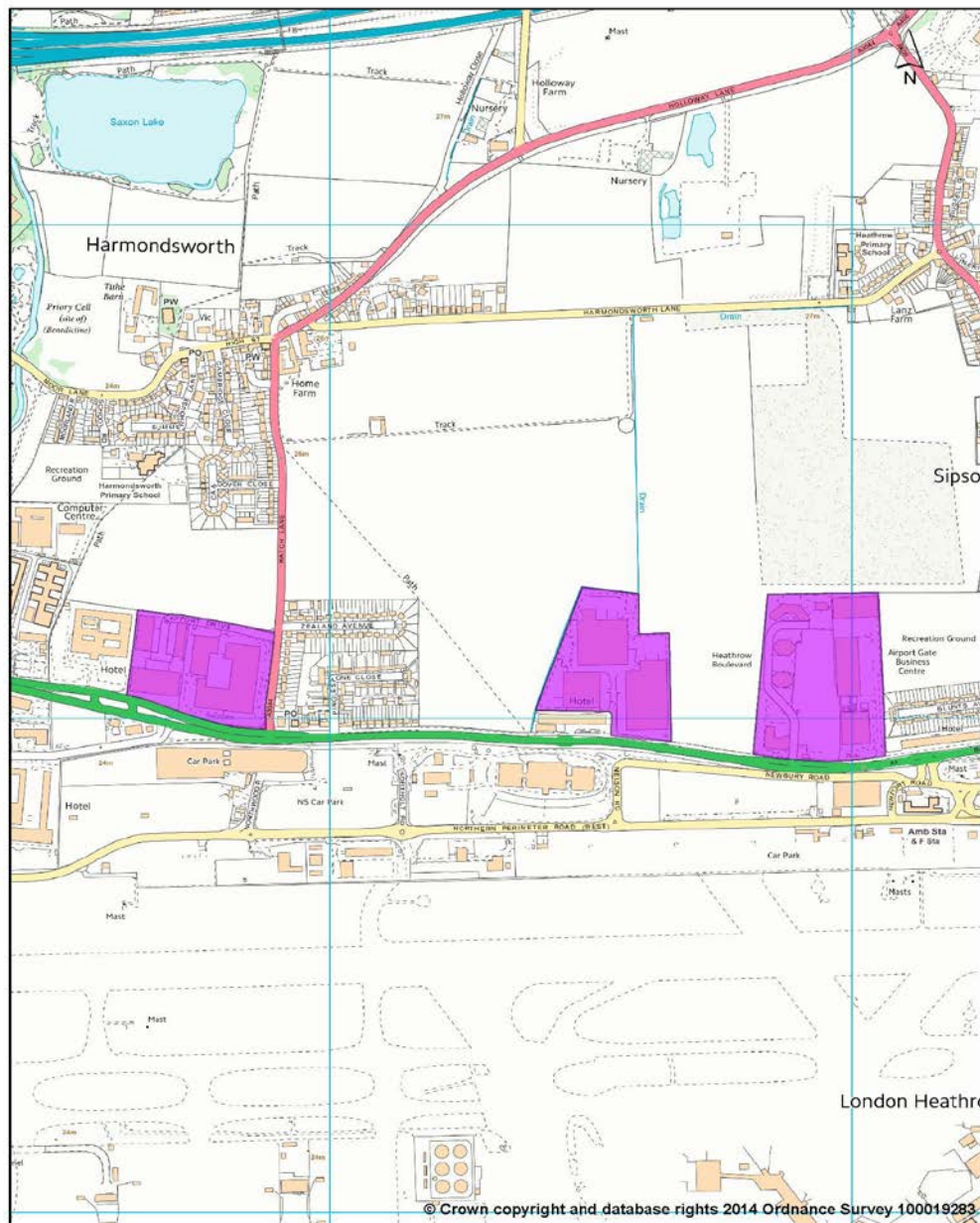
4.32 In addition to the proposed designation of Locally Significant Employment Location, Stockley Park LSEL is designated elsewhere in this chapter as an Office Growth Location. The dual designation reflects the strategic significance of this key site.

REBALANCING EMPLOYMENT LAND

Bath Road, Hayes

4.33 The Bath Road area accommodates logistics operations and other airport related businesses including offices. These sites are subject to poor air quality and are not considered suitable for housing. The Summit Centre site has ~~received been subject to a~~ planning ~~application permission to reconfigure~~ the for the provision of employment uses and a hotel. In accordance with the Local Plan Part 1 the Council considers it appropriate to ~~protect these sites from further hotel development and proposes to retain and~~ designate these areas as Locally Significant Employment Sites.

Map I : Bath Road, Hayes LSEL



Rebalancing Employment Land

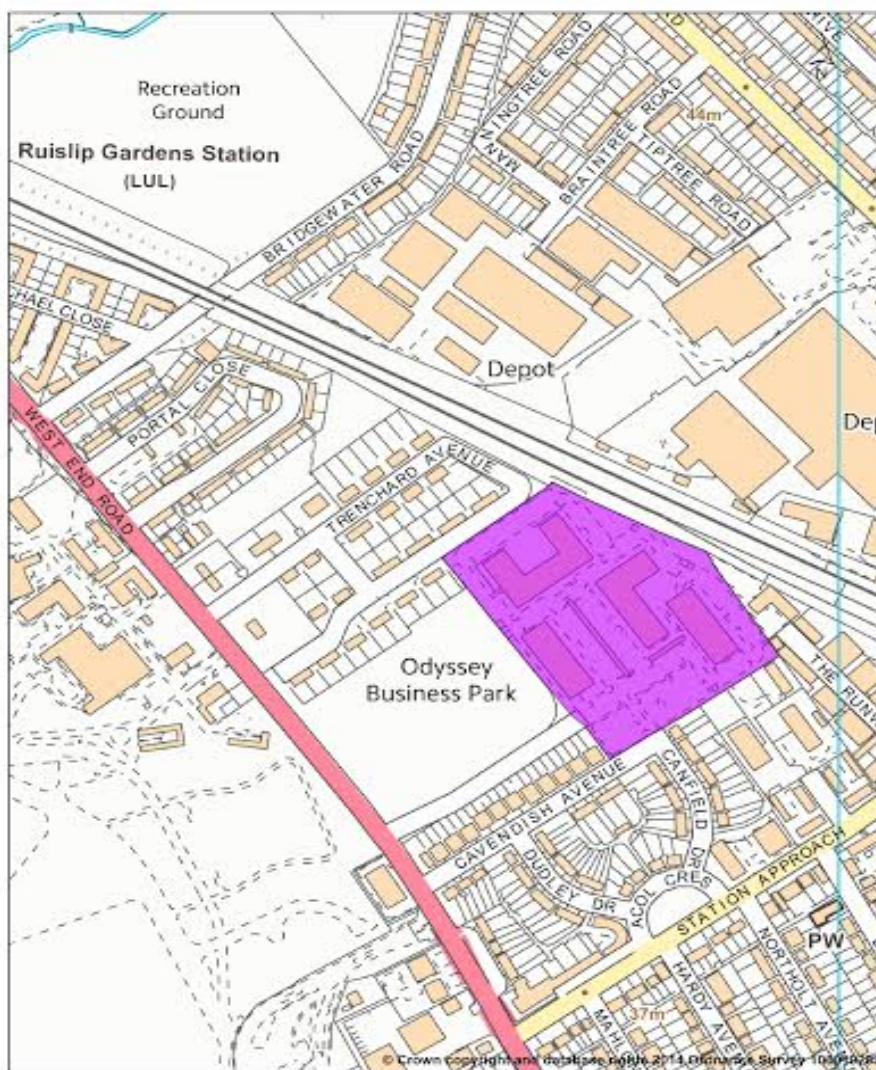
Bath Road, Hayes

REBALANCING EMPLOYMENT LAND

Odyssey Business Park, Ruislip

4.34 Odyssey Business Park is a vibrant office park located close to South Ruislip station and near RAF Northolt. The size of the site and employment generating potential, together with its close proximity to public transport and the trunk road network, ~~place make it this site suitable in a good location for a range of employment activities. It is a modern office park with a variety of businesses, which provide local employment and support the Hillingdon economy.~~ The Council therefore proposes to designate this site as a new Locally Significant Employment Location.

Map G : Odyssey Business Park LSEL



Rebalancing Employment Land
Odyssey Business Park

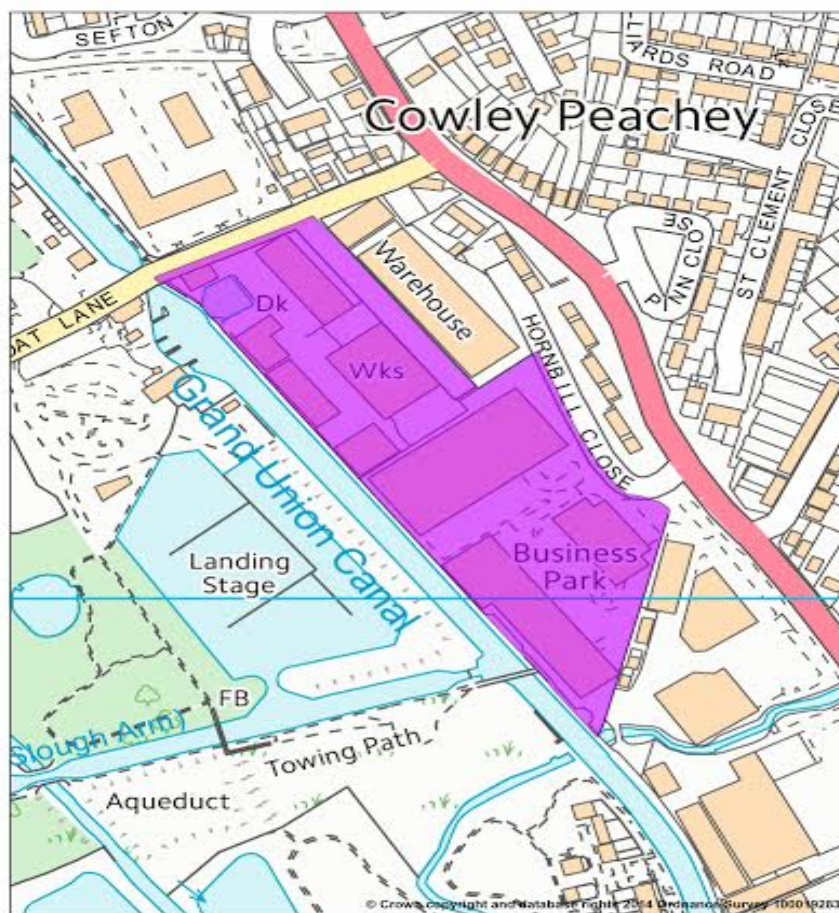
REBALANCING EMPLOYMENT LAND

Locally Significant Industrial Sites (LSIS)

Packet Boat Lane, Cowley

4.35 Packet Boat Lane is a vibrant light industrial area which has benefited from the redevelopment of the former Lion Works to become the Zodiac Business Park. Much of the existing employment designation facing Cowley Road has been converted into retail warehouses. The majority of the site **will be proposed to be** retained as a Locally Significant Industrial Site but the boundary will be redrawn to exclude Cowley Retail Park.

Map J: Proposed boundary of Packet Boat Lane LSIS



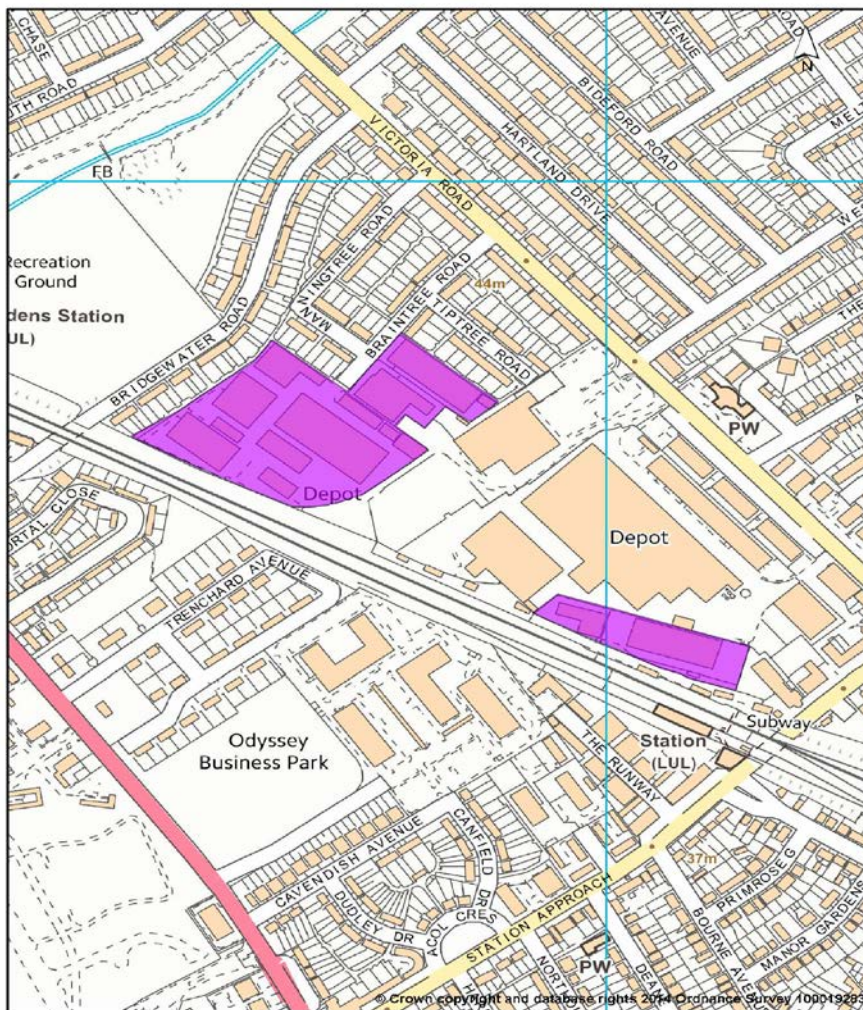
Rebalancing Employment Land
Packet Boat Lane, Cowley

REBALANCING EMPLOYMENT LAND

Braintree Road Industrial Area, South Ruislip

4.36 Braintree Road covers an area of 3.16 ha and is a small but relatively successful industrial area with a diverse range of small businesses. It is therefore proposed to ~~and~~ be designated ~~this~~ as a Locally Significant Industrial Site. Following the approval of proposals for mixed use development on the Arla Foods site to the south of Braintree Road, this area will not form part of the designation.

Map K: Proposed boundary of Braintree Road, South Ruislip LSIS



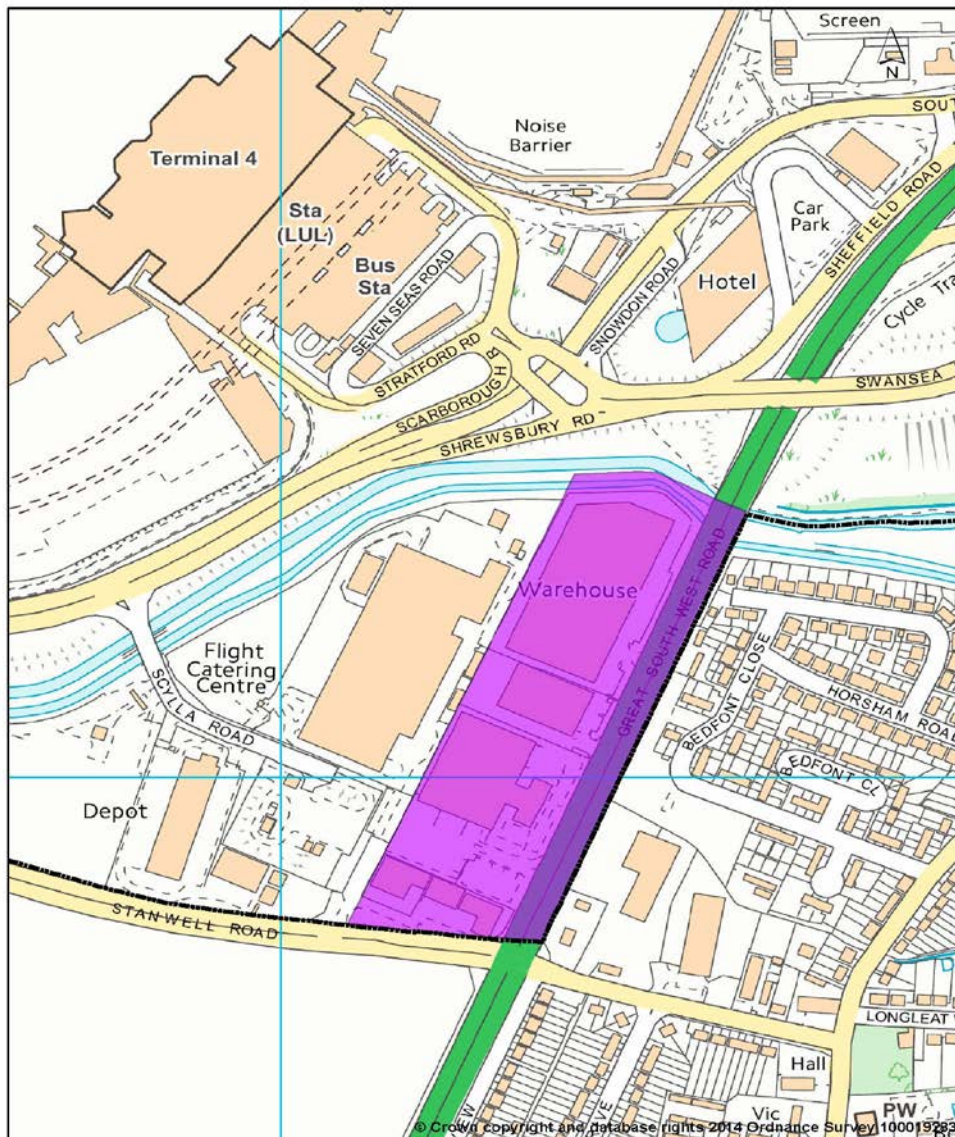
**Rebalancing Employment Land
Braintree Road Industrial Area, South Ruislip**

REBALANCING EMPLOYMENT LAND

Covert Farm, Heathrow

4.37 Covert Farm has a high level of occupancy mainly with specialist airport related services. Whilst some of the stock is ageing the site is currently largely occupied. Its location near Terminal 4 makes the land highly attractive for airport related businesses but unsuitable for release to housing. The site is **proposed to be retained in employment use and** designated as a Locally Significant Industrial Site.

Map L: Proposed boundary of Covert Farm LSIS



Rebalancing Employment Land
Covert Farm, Heathrow

Remaining employment sites proposed for release

4.38 In addition to the designated areas that are proposed for release to other uses and those that are proposed to be retained as regionally or locally significant employment sites, there are a number of sites that are proposed to be released from their existing employment designation on the basis that they have already been developed for non-employment uses.

4.39 For clarity, these are listed in Table 4.1 below.

Table 4.1: Sites that have been redevelopment for non employment uses

Existing employment sites for release	Reason for release
1. Millington Road	Permission granted for the provision of a supermarket.
2. Warwick Road/Kingston Lane	Site redeveloped for a range of non employment uses.
3. Trout Road IBA	Much of site redeveloped for non employment uses. Part of site is proposed in the policy SA 39.

Hotel and Office Growth Locations

4.40 As part of the Outer London Economy and West London Sub-region, Hillingdon is forecast to experience substantial growth in offices and hotel rooms by 2026. The Local Plan Part 1 sets targets for hotel and office growth over the plan period on the basis of London-wide evidence studies published by the Greater London Authority (GLA).

4.41 The London Office Policy Review 2009, which informed the Local Plan Part 1, estimates that overall, 9,000 jobs³ must be provided in Hillingdon over the plan period. Of these, about 6,400 are anticipated to be office jobs. The London Office Policy Review 2009 identifies three core locations for office growth: Uxbridge, Stockley Park and the Heathrow perimeter. Whilst the 2009 Study identified Hayes as a suitable location for small-scale office development, the London Office Policy Review 2012 removes both Hayes and Ruislip as potential strategic office locations for London.

4.42 The GLA's Hotel Demand Study 2006 provides a strategic growth target for additional hotel rooms and visitor accommodation in Hillingdon, requiring the provision of a minimum of 3,800 additional hotel rooms over the plan period. Hillingdon's Tourism Study estimates this figure to be much higher, suggesting a need for 5,600 additional hotel rooms, and identifies the Bath Road area, Hayes and Uxbridge as key locations for hotel growth.

REBALANCING EMPLOYMENT LAND

4.43 On the basis of these evidence studies, the Local Plan Part 1 identifies general areas on the Heathrow perimeter, Stockley Park, Uxbridge and Hayes Town Centres as preferred locations for hotel and office growth. These are illustrated in key diagram map 5.1 of the Local Plan Part 1.

4.44 The Council has reviewed these general locations for hotel and office growth and identified specific boundaries for land designation. The purpose is to spatially define the extent of the land area that hotel and office development will be directed to as a first preference. The identification of specific boundaries has been guided by the existing use of land on the Heathrow perimeter and boundaries have been drawn to include those areas that are already in hotel or office use.

Policy SEA 2: Hotel and Office Growth Locations

In accordance with the evidence base the Council will promote and where appropriate protect a network of Hotel and Office Growth Locations across the borough.

- i) The following locations are designated for both hotel and office growth:
 - **Uxbridge Town Centre**, defined by the area shown on Map M; and
 - **Heathrow perimeter (outside of Bath Road LSEL)**, as defined as the areas shown on Map N.
- ii) The following areas are designated for office growth only:
 - **Stockley Park LSEL**, as defined by the area shown on Map O; and
 - **Heathrow perimeter (Bath Road LSEL)**, as defined by the area shown on Map P.
- iii) The following area is designated for hotel growth only:
 - Hayes Town Centre, as defined by the area shown on Map Q.

4.45 This policy should be read in conjunction with policies DME 3 (Office Development) and DME 5 (Hotel and Visitor Accommodation) of the Development Management Policies document.

4.46 As primary locations for office development in West London, Uxbridge, Stockley Park LSEL and the Heathrow perimeter, including the Bath Road LSEL, all have critical mass and vibrant, established office markets. Although both Uxbridge and Stockley Park have suffered recessionary pressures on rental values since 2010, they will remain closely monitored as strategic office location within London.

4.47 Stockley Park LSEL and Bath Road LSEL have been designated elsewhere in this chapter as Locally Significant Employment Locations and are therefore already identified as preferred locations for offices and other employment generating uses. In addition to the LSEL designation, Stockley

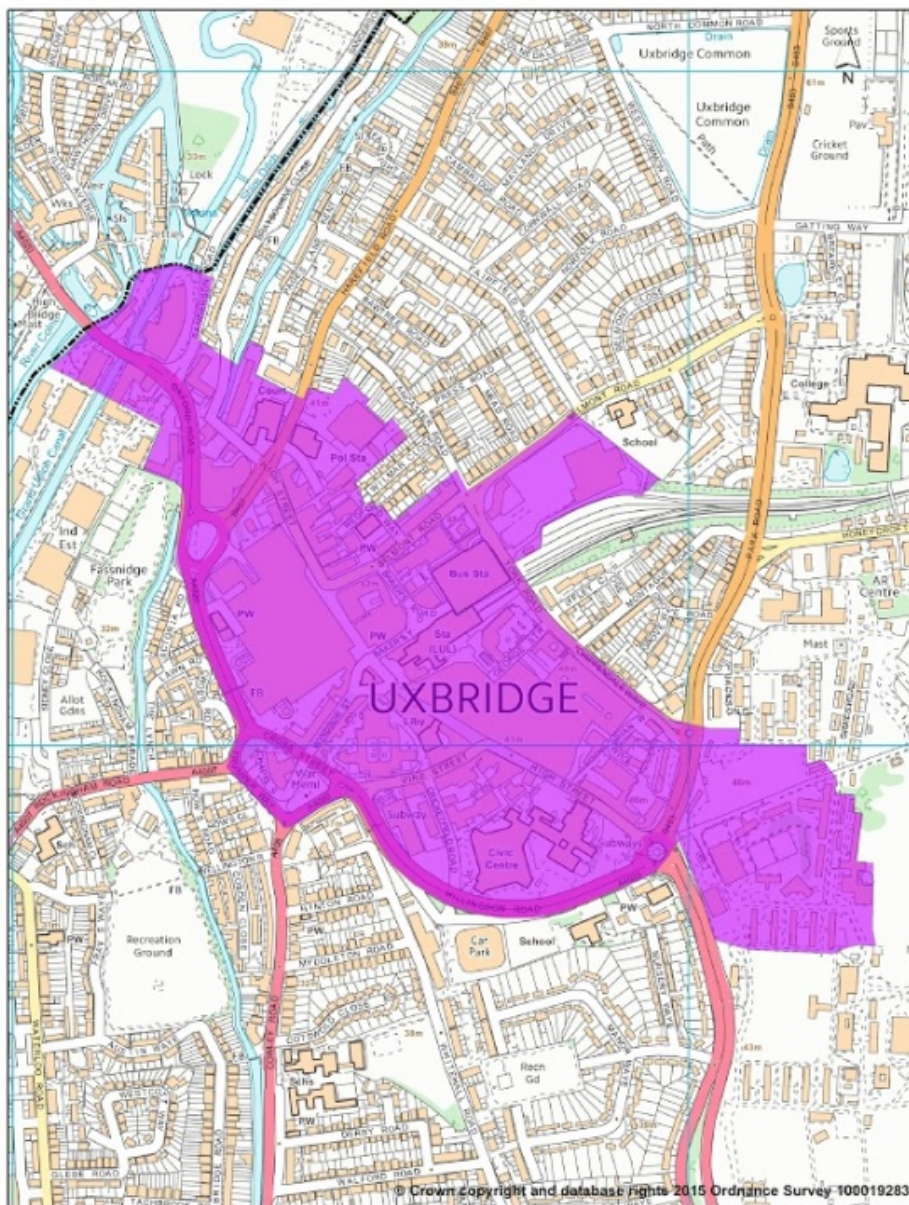
REBALANCING EMPLOYMENT LAND

Park LSEL and Bath Road LSEL are designated as Office Growth Locations. The dual designation is justified on the basis of the sites' strategic significance for office growth at a local and regional level.

Relevant Development Management Policies:

- DME 3: Office Development
- DME 5: Hotels and Visitor Accommodation

Map M: Uxbridge Town Centre Hotel and Office Growth Location



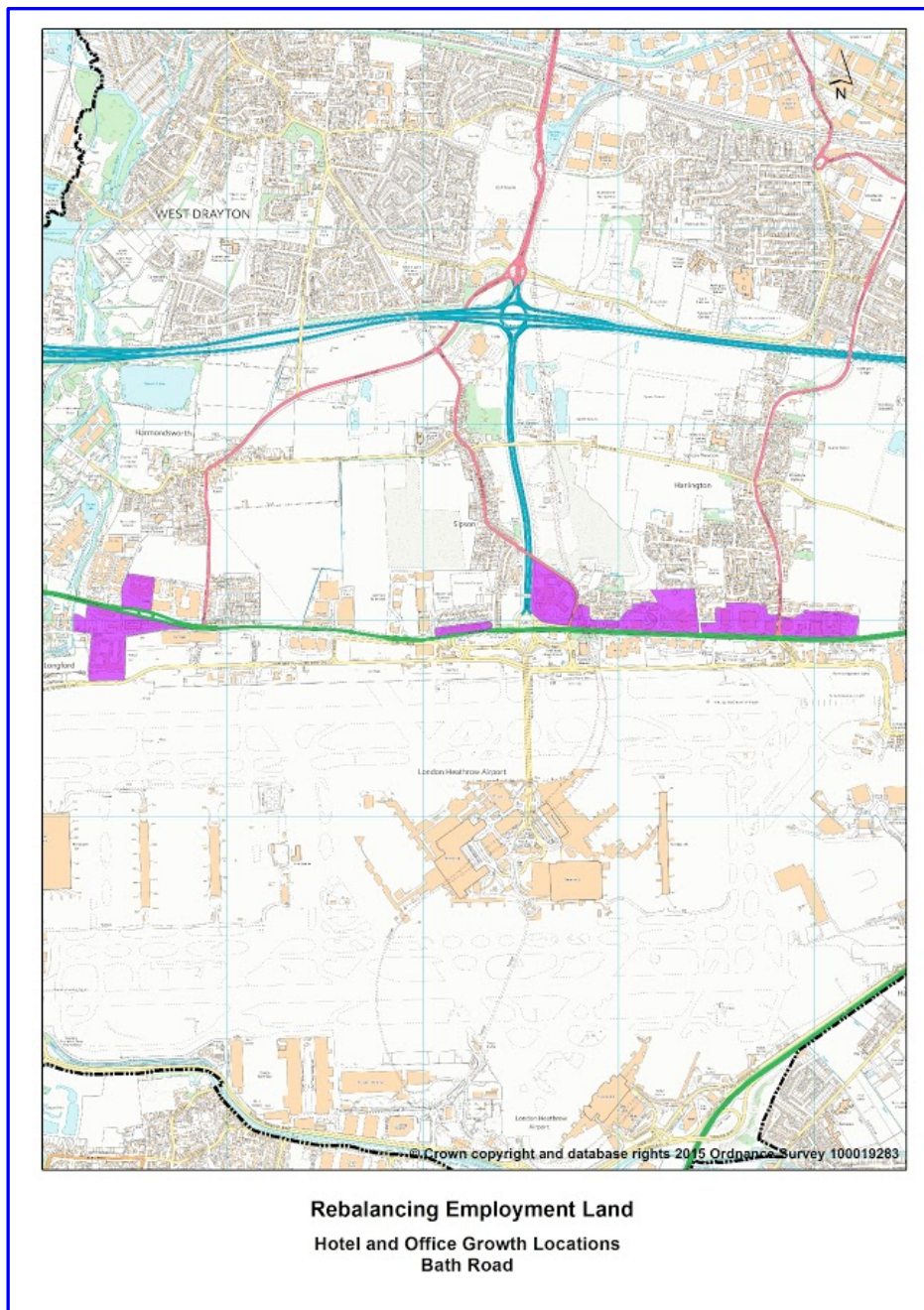
Rebalancing Employment Land
Hotel and Office Growth Location
Uxbridge Town Centre

REBALANCING EMPLOYMENT LAND

Heathrow Perimeter

4.48 The Council seeks to protect the designated LSEs and Office Growth Locations on the Heathrow perimeter from further hotel development. Outside of the designated LSEs and Office Growth Locations, the Heathrow perimeter, together with Uxbridge and Hayes Town Centre, constitute the focus for hotel growth in Hillingdon. Map N below identifies the specific areas of the Heathrow perimeter that are considered suitable for both hotel and office growth.

Map N : Bath Road Hotel and Office Growth Locations (clusters 1 - 6)

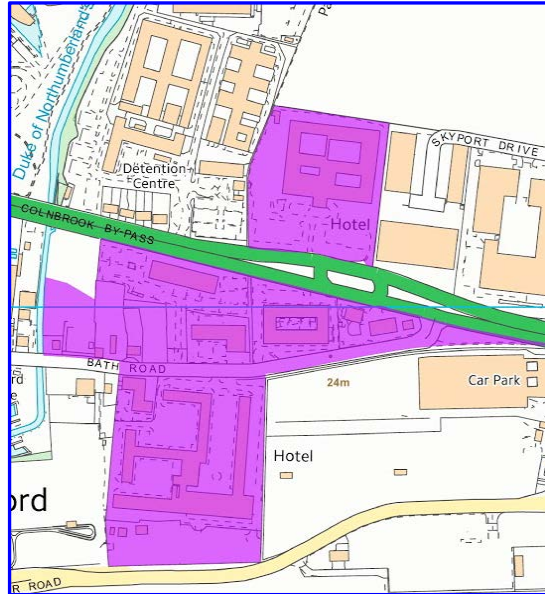


REBALANCING EMPLOYMENT LAND

Description of Clusters 1 - 6 in the Bath Road Hotel and Office Growth Locations - as shown on Map N.

1) Bath Road Cluster 1

4.48 Cluster 1 sits north of the Colnebrook Bypass and adjoins the Bath Road LSEL to the west. The site is currently occupied by the Sheraton Heathrow Hotel.

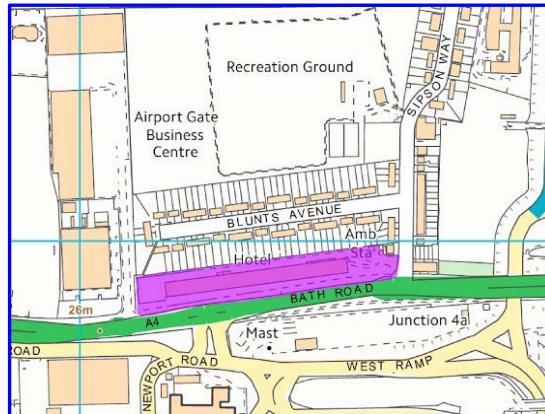


2) Bath Road Cluster 2

4.49 Cluster 2 is located between the Colnebrook bypass and the Northern Perimeter Road, extending to the north and south of Bath Road. At present it accommodates the Premier Inn Heathrow and the Thistle London Heathrow Terminal 5.

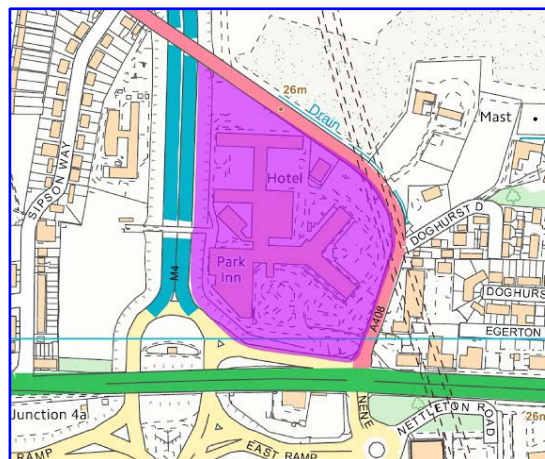
3) Bath Road Cluster 3

4.50 Cluster 3 is located adjacent to the junction Bath Road / Sipson Way and adjoins residential development to the north. To the east the site borders the Bath Road LSEL. It is presently in hotel use and occupied by the Holiday Inn.



4) Bath Road Cluster 4

4.51 Cluster 4 is located between the M4 and A408 between Bath Road and Sipson Road, adjoining Green Belt land and a Minerals Safeguarding Area to the north-east. At present the site accommodates the Park Inn Hotel.



REBALANCING EMPLOYMENT LAND

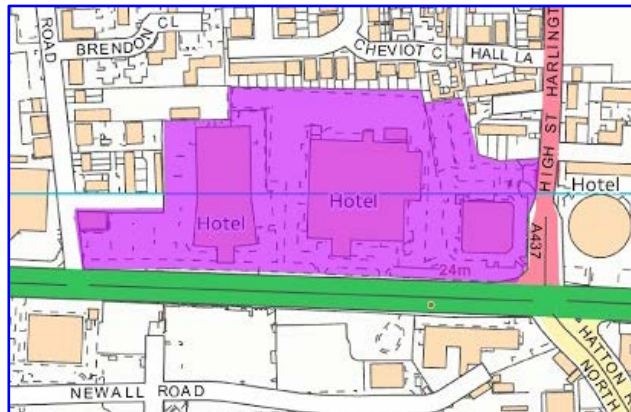
5) Bath Road Cluster 5

4.52 Cluster 5 sits between New Road to the east and High Street Harlington to the west. It adjoins residential development to the north and accommodates a number of office buildings, restaurants as well as the Radisson Edwardian Heathrow Hotel fronting Bath Road.



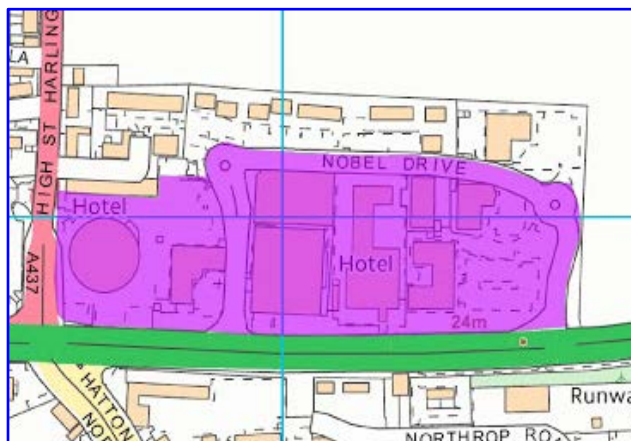
6) Bath Road Cluster 6

4.53 This cluster is located between New Road and the A437 High Street Harlington. The site accommodates 2 major hotels, the London Heathrow Marriott and the Sheraton Skyline, in addition to an office building.



7) Bath Road Cluster 7

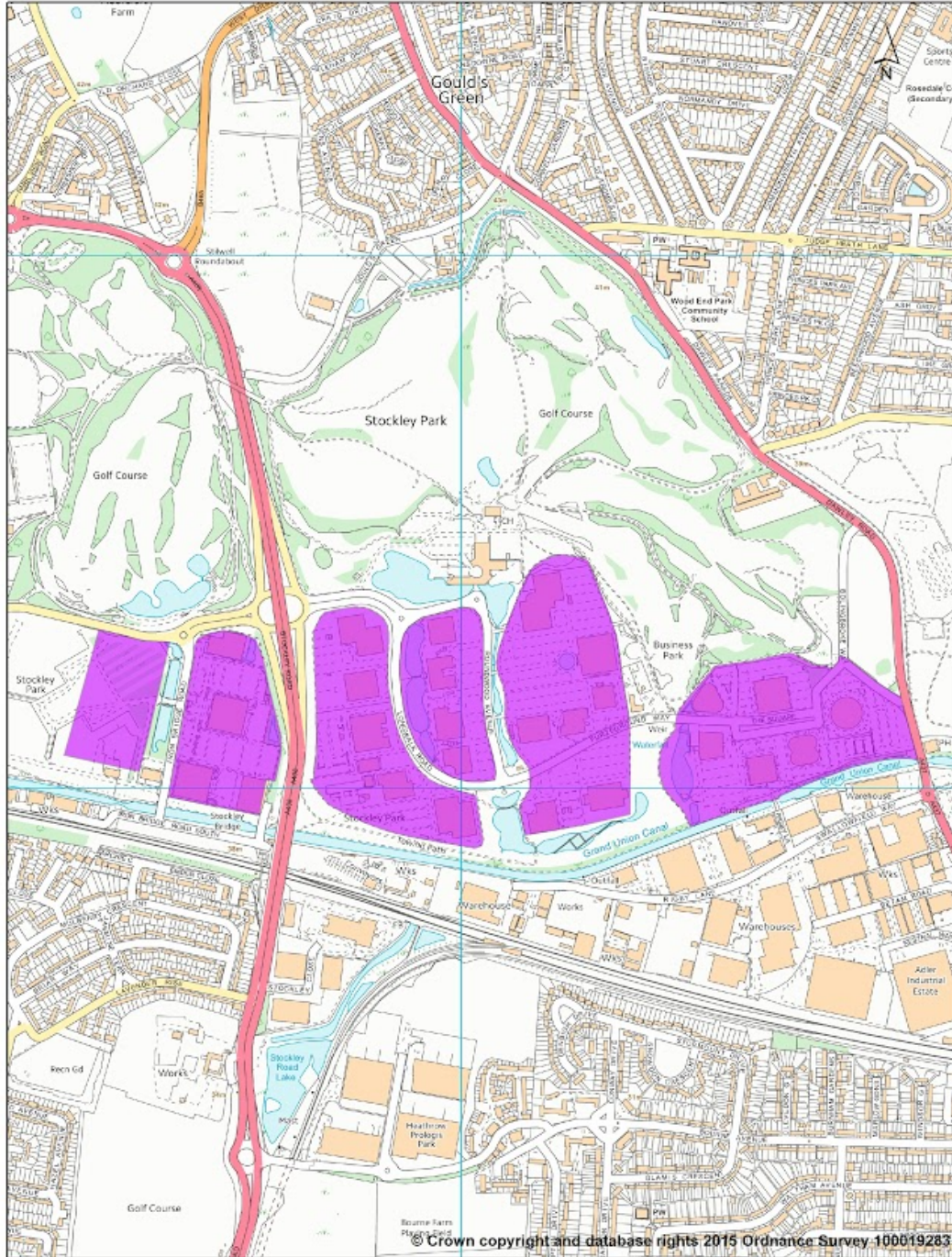
4.54 Cluster 7 is bordered by Nobel Drive to the north and Bath Road to the south. This eastern-most cluster in the Bath Road Hotel and Office Growth Locations is occupied by a range of different uses, including offices, restaurant, leisure and hotel uses. Major hotels in this cluster include the Holiday Inn and the Ibis Hotel.



REBALANCING EMPLOYMENT LAND

Office Growth Locations

Map O: Stockley Park LSES and Office Growth Locations

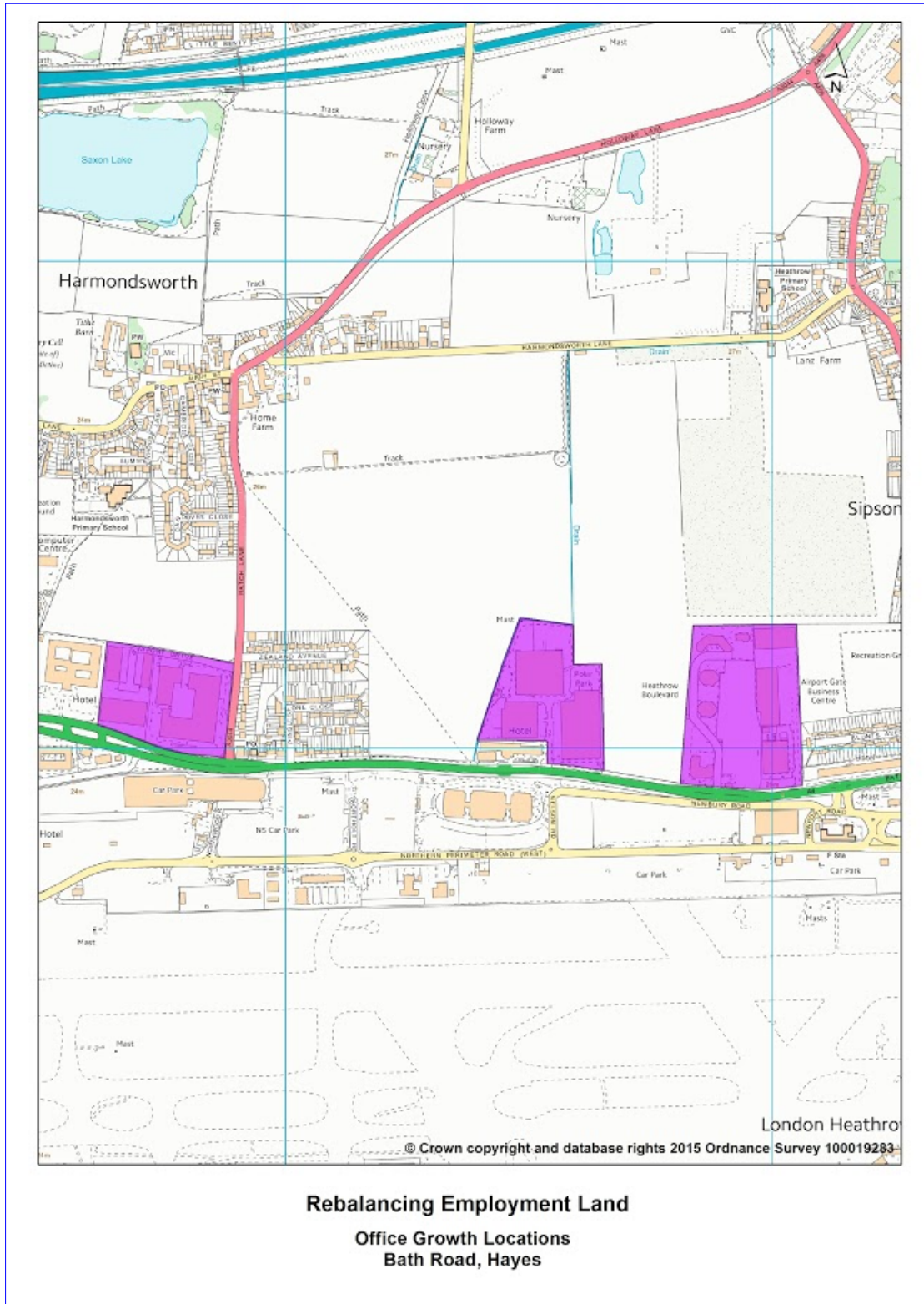


Rebalancing Employment Land

Office Growth Locations Stockley Park

REBALANCING EMPLOYMENT LAND

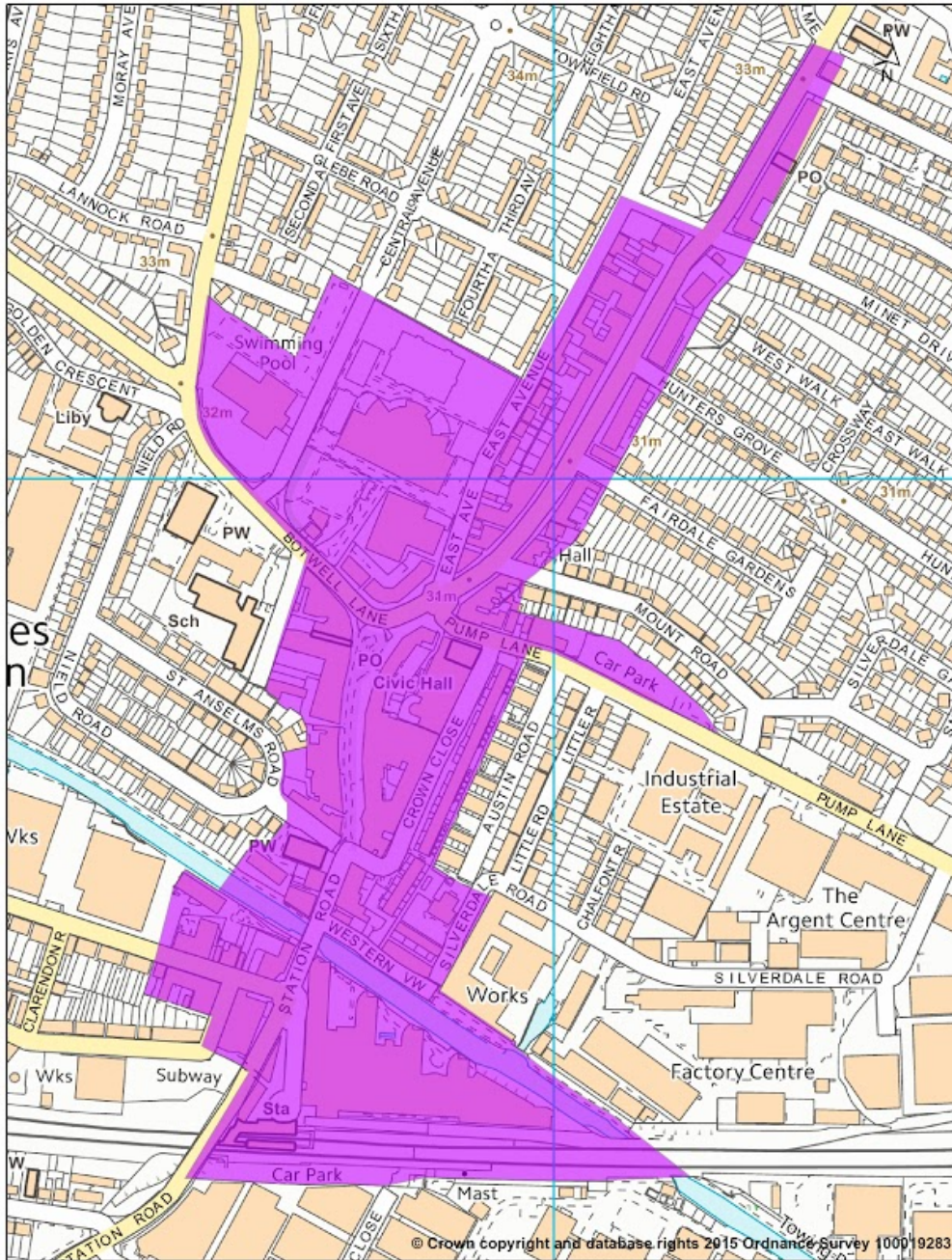
Map P: Heathrow Perimeter (Bath Road LSEL) Office Growth Location



REBALANCING EMPLOYMENT LAND

Hotel Growth Location

Map Q: Hayes Town Centre Hotel Growth Location



Rebalancing Employment Land

Hotel Growth Location
Hayes Town Centre

Retail Growth

4.50 The Local Plan Part 1: Strategic Policies sets out the net additional comparison good floorspace requirement for the period 2006-2026, which totals 44,961 sqm. Trends in the provision of all retail floorspace are being monitored through annual town centre surveys.

4.51 From a convenience goods perspective, town and local centres in Hillingdon are generally healthy with a relatively high variation in provision and vacancies in almost all centres below the national average. Total convenience goods retail floorspace totals over 40,000 sqm, although there is a greater provision in the south of the Borough than in the north.

4.52 The Council's latest evidence is set out in the Convenience Goods Retail Study Update 2012, which suggests that there is no additional capacity for convenience goods retailing in the Borough over the next 5 years. From 2016 through to 2021, the study notes a growth in capacity to 2,709 sqm.

4.53 Since 2012, the Council has approved a number of supermarket schemes totalling some 24,378 sqm of retail floor space. Much of this has been in the north of the borough and is classed as convenience floorspace. Therefore, the targets for convenience growth identified in the Convenience Goods Retail Study Update (9,647 - 13,781 sqm) have already been significantly exceeded and no strategic allocations for retail development are included in this Site Allocations and Designations document.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

5. Green Belt, Metropolitan Open Land, Green Chains and Nature Conservation

Background

5.1 Protecting and enhancing open spaces are critical in delivering sustainable communities. Open spaces are important to Hillingdon in order to mitigate against the effects of climate change, boost the economy, showcase heritage assets and provide opportunities for physical activity and play. Open spaces are vital for supporting biodiversity and the Borough is fortunate to contain a number of sites recognised at national level for their importance to nature conservation. As articulated in the Sustainable Communities Strategy, the Council aims to promote health and well being which involves encouraging healthy lifestyles, which will partly be achieved through the provision of exciting local opportunities for physical activity and play.

Green Belt

5.2 The borough has 4,970 hectares of Green Belt. In physical and perceptual terms the borough is the western edge and gateway to London. The Green Belt extends westwards from the Colne Valley and covers much of the northern third of the borough with large tracts through Stockley Park and also Harmondsworth and Harlington to the north of Heathrow Airport.

5.3 The most important attribute of Green Belts is their openness. The main purpose of Hillingdon's Green Belt is to keep land open and free from development, to maintain the character and identity of individual settlements and to make a clear distinction between rural and urban environments, in support of strategic objective SO3. The Hillingdon Local Plan: Part 1- Strategic Policies aims to create sustainable communities by concentrating new development in urban areas and local town centres. The Green Belt's role is to help reinforce this strategy by strictly controlling development in the open countryside.

5.4 Policy EM2 of the Local Plan Part 1 seeks to protect the Green Belt in accordance with national planning policy guidelines. In particular, any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.

Metropolitan Open Land

5.5 The borough contains 10 areas designated as Metropolitan Open Land. This designation is given to areas of open land that have a London-wide significance and that are considered to perform the following three functions:

- providing a clear break in the urban fabric and contributing to the green character of London;

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

- including open air facilities serving the leisure, recreational, sports, arts and cultural needs of Londoners outside their local area; and
- containing a feature or landscape of historic, recreational or biodiversity value of national or regional significance.

Green Chains

5.6 Hillingdon is fortunate to have a diversity of habitats, linked by natural and man-made corridors that enable flora and fauna to migrate into the centre of London. The green links between sites, both for recreation and wildlife, include public footpaths, bridleways, canals, rivers, streams and tree-lined streets and road verges, all of which contribute to the green network within the borough. Policy EM2 of the Local Plan Part 1 notes that any proposals for development in Green Chains will be firmly resisted unless they:

- maintain the positive contribution of the Green Chain in providing a visual and physical break in the built-up area;
- conserve and enhance the visual amenity and nature conservation value of the landscape;
- encourage appropriate public access and recreational facilities where they are compatible with the conservation value of the area, and retain the openness of the Green Chain.

Review of Designations

5.7 Paragraph 8.24 of the Hillingdon Local Plan: Part 1 - Strategic Policies notes that

the Council does not consider that major adjustments to Green Belt boundaries are necessary to accommodate growth over the period covered by the Plan. However, minor adjustments to the boundary will be undertaken in the Hillingdon Local Plan: Part 2 - Site Specific Allocations Local Development Document (LDD).

5.8 The Council has undertaken a review of the Green Belt to [underpin this Plan and](#) identify:

- Areas that no longer meet the purposes of including land in the Green Belt and should be removed
- New areas of Green Belt that should be designated in accordance with paragraph 82 of the National Planning Policy Framework

5.9 [The outcome of the review undertaken is set out in the Hillingdon Green Belt Assessment Update 2013.](#)

5.10 Policy EM2 seeks to protect areas of Metropolitan Open Land from development and also notes that Green Chains will be reviewed for

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

designation as Metropolitan Open Land in accordance with London Plan policies. The Council has undertaken a review of its Metropolitan Open Land and designated Green Chains, ~~which is set out in and the outcome of this work is also detailed in~~ the Hillingdon Metropolitan Land and Green Chains

Assessment April 2004. It is considered that the conclusions set out in the assessment continue to remain valid in underpinning this Plan.

5.11 On the basis of this evidence this chapter of the Plan ~~which~~ includes proposals for:

- Metropolitan Open Land sites to be upgraded to Green Belt
- Areas forming links in Green Chains to be included in Green Belt
- ~~Areas Forming Links in Green Chains to be included~~ in Metropolitan Open Land
- New ~~Areas Forming Links in~~ Green Chains

5.12 The review of existing Green Belt, Metropolitan Open Land and Green Chain designations have informed this chapter and the changes proposed in this Plan.

Green Belt; Metropolitan Open Land; ~~Areas Forming Links in~~ Green Chains - List of Proposals

PROPOSED DESIGNATIONS	LOCATION
GREEN BELT DELETIONS	1. 470 Bath Road and Longford Green , Longford
	2. Former Perry Oaks Sludge Works Site, Heathrow
	3. Land at Stockley Road adjoining the Grand Union Canal, Hayes (see item 19 below)
	4. Lake Farm School, Hayes
GREEN BELT EXTENSIONS	5. Land to west and south of Merle Avenue, Harefield
	6. The Dairy Farm and Spinney, Harefield
METROPOLITAN OPEN LAND UPGRADED TO GREEN BELT	7. Uxbridge Common - Park Road, Uxbridge
	8. Cowley Recreation Ground - Cowley Road, Uxbridge
AREAS FORMING LINKS IN GREEN CHAIN TO BE INCLUDED IN GREEN BELT	9. Lake Gardens, Botwell Lane, Hayes
AREAS FORMING LINKS IN GREEN CHAIN TO BE INCLUDED NEW METROPOLITAN OPEN LAND	10. Haydon Hall Park, Eastcote House Gardens and Cheney Street Parkway – High Road Eastcote, Eastcote Village
	11. Kings College Playing Fields – Kings College Road, Ruislip

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

PROPOSED DESIGNATIONS	LOCATION
	12. Manor Farm and Winston Churchill Hall on Pinn Way, Ruislip
	13. Falling Lane Recreation Ground, Yiewsley
	14. Field End Recreation Ground, Ruislip Manor
	15. Torcross Road and Mount Pleasant Parkway, Ruislip Manor
	16. New Pond Playing Fields, Sidmouth Drive Recreation Grounds, and West End Road Open Space, Ruislip
NEW AREAS FORMING LINKS IN GREEN CHAINS	17. Ruislip Green Chain Link
	18. West End Road / Yeading Brook, Ruislip Gardens
	19. Land at Stockley Road adjoining the Grand Union Canal, Hayes
NEW AREAS FORMING LINKS IN GREEN CHAINS TO BE DELETED	20. Sidmouth Drive School Site, Ruislip

5.13 Table 5.1 sets out the net changes in land area that would result from the proposed deletions or new designations of Green Belt, Metropolitan Open Land and Green Chains.

Table 5.1 Net change in Green Belt, Metropolitan Open Land and Areas forming Links in Green Chains

Designations	New or extended land area (ha)	Deletions or loss of land area (ha)	Net change (ha)
Green Belt	19.29	122.75	-103.46
MOL	81.76	11.92	69.83
Areas forming Links in Green Chains	14.3	84.98	-70.68

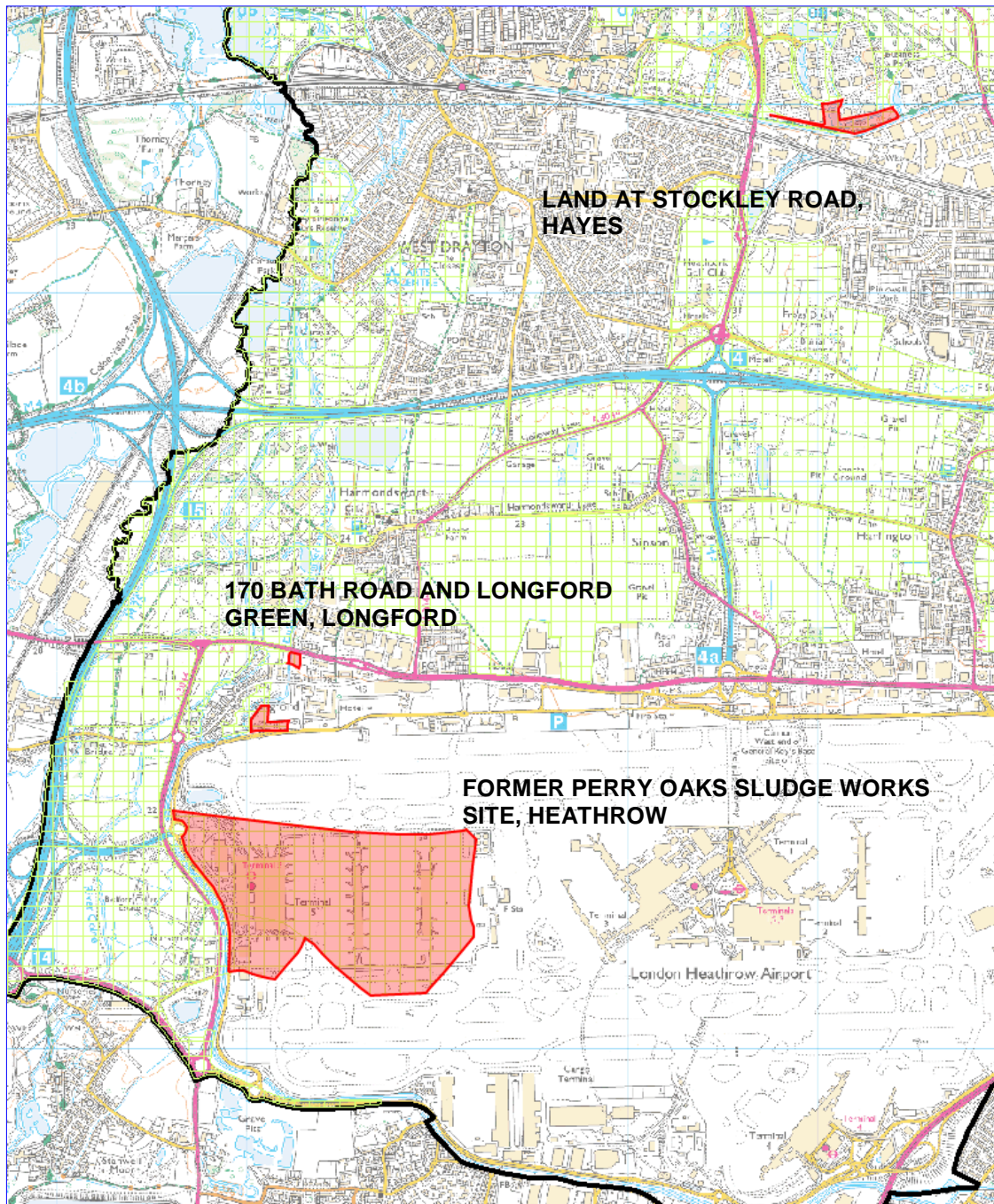
5.14 Any proposals for development on or adjacent to designated Green Belt, Metropolitan Open Land and Areas Forming Links in Green Chains should take account of the relevant development management policies.

Relevant Development Management Policy

- DMEI 4 Development in the Green Belt or on Metropolitan Open Land
- DME 5 Development in Green Chains
- DMEI6 Development in Green Edge Locations

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Green Belt Deletions



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



1) 470 Bath Road and Longford Green, Longford

Recommendation:

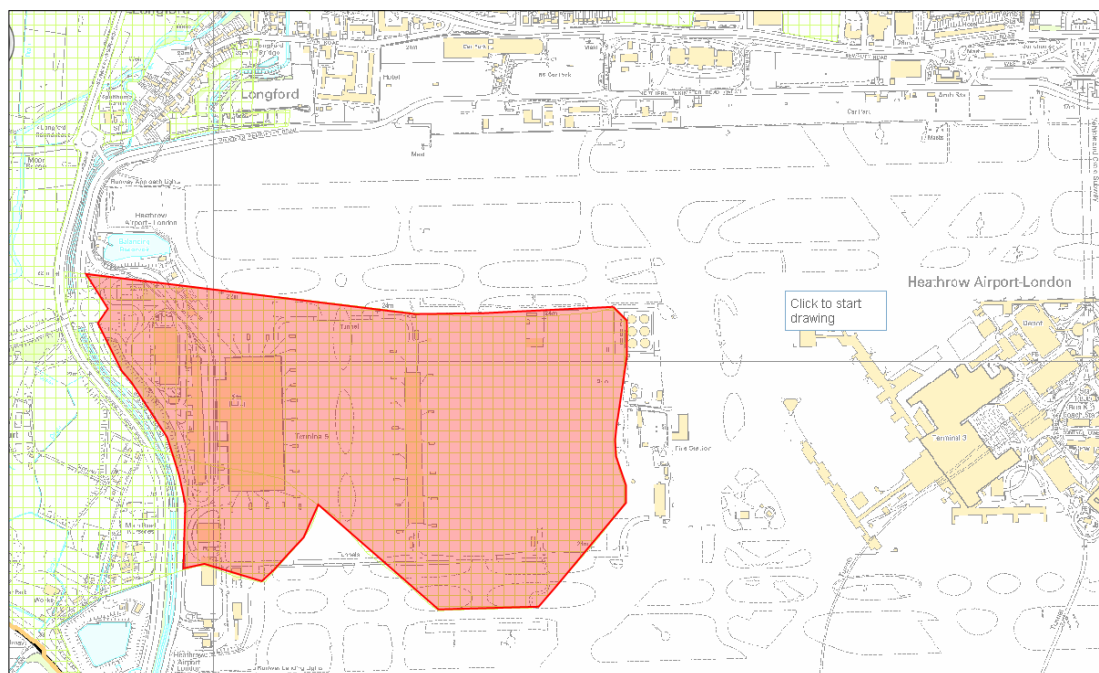
Delete from the Green Belt

Reason for Recommendation: ~~The Both sites does not merit its their current Green Belt designation and should be deleted from the Policies Map as Green Belt. # 470 Bath Road is separated from the adjoining main Green Belt area in the Colne Valley by the Duke of Northumberland's River. and does not meet any of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80. Longford Green has been fully developed and is now occupied by the Heathrow Business Class Car Park. As such, both sites do not meet any of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80. They # does not:~~

- check the unrestricted sprawl of large built-up areas;
- prevent neighbouring towns merging into one another;
- assist in safeguarding the countryside from encroachment; or
- preserve the setting and special character of an historic town.

The adjoining "Island site" to the west forms a more logical and definable Green Belt Boundary in Longford.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



2) Former Perry Oaks Sludge Works Site, Heathrow

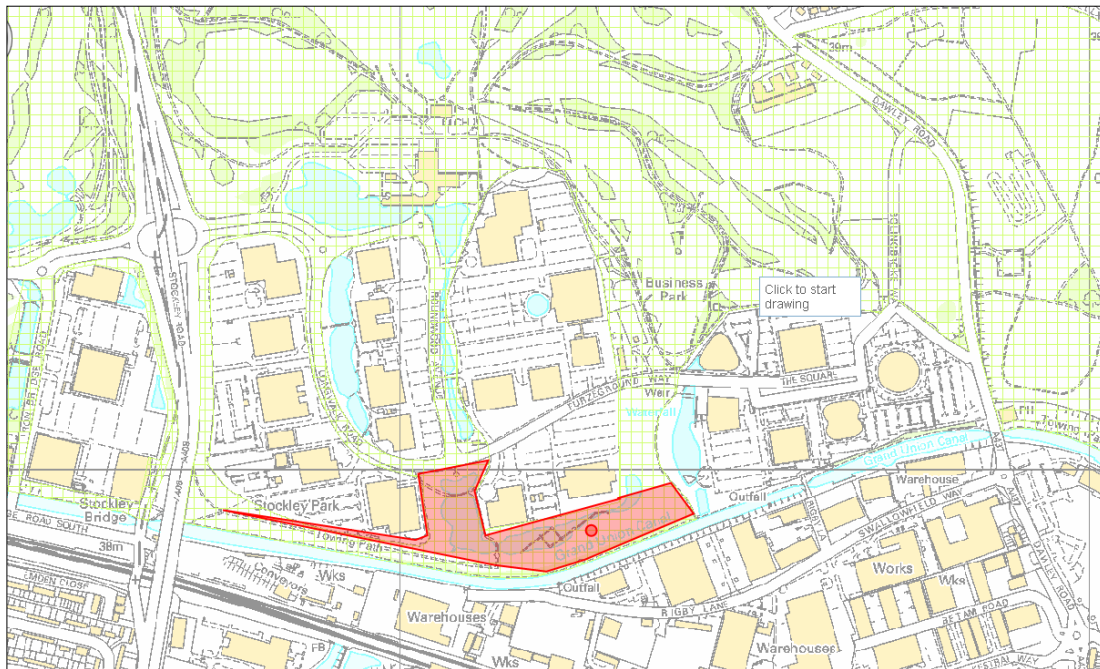
Recommendation:

Delete from the Green Belt

Reason for Recommendation: This is the former site of the Perry Oaks Sludge Works. With the construction of Terminal 5 it now forms part of Heathrow Airport and no longer performs a function as Green Belt land.

As proposed in the Planning Inspector's report following the public inquiry into the development of Terminal 5, the boundary is to be rolled back to the A3044.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



3) Land at Stockley Road adjoining the Grand Union Canal, Hayes

Recommendation:

Delete from the Green Belt

Reason for Recommendation:

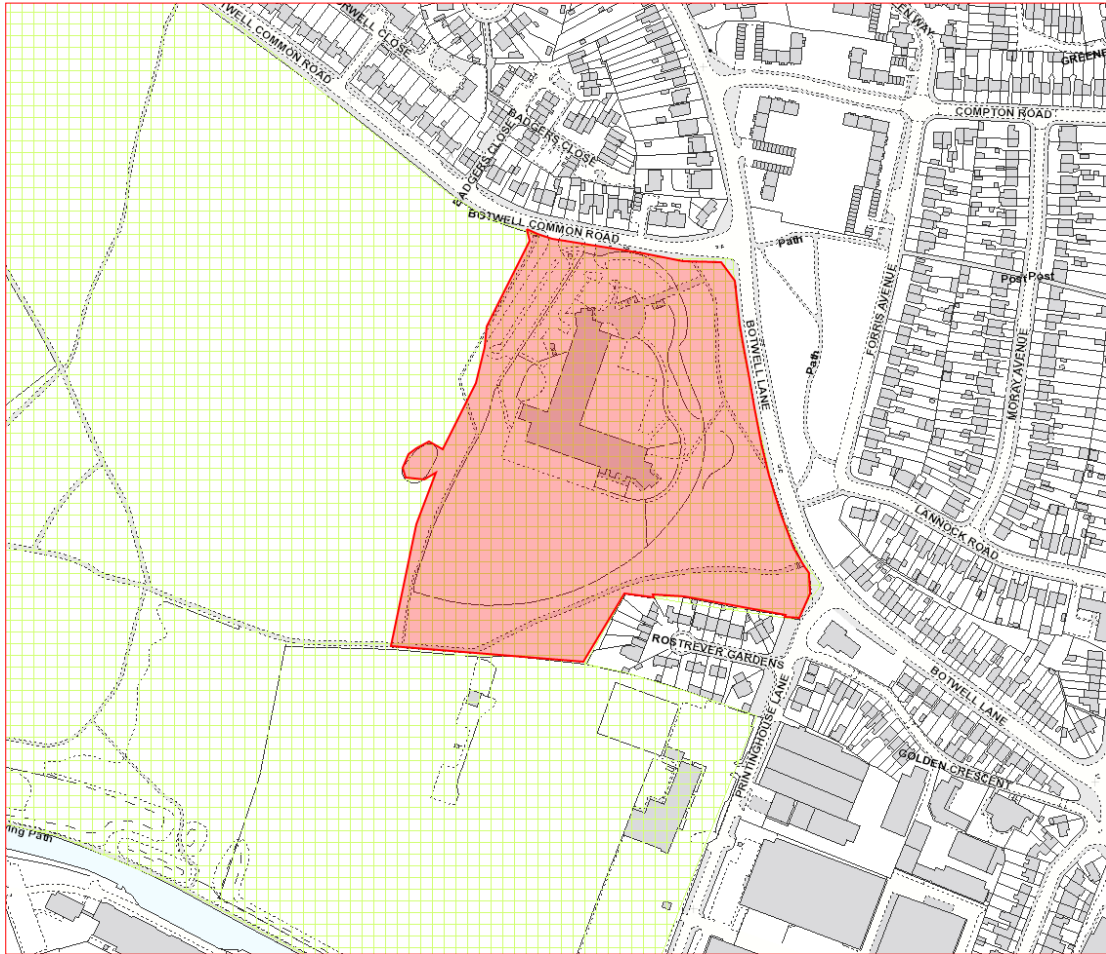
This site does not meet any of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80, e.g. it does not:

- check the unrestricted sprawl of large built-up areas;
- prevent neighbouring towns merging into one another;
- assist in safeguarding the countryside from encroachment; or
- preserve the setting and special character of an historic town.

The site is largely undeveloped and has some value both as part of a wildlife corridor created by the route of the Grand Union Canal, and by providing a landscaped area between the Canal and the business park immediately to the north.

(NB: See item 19 below – new Green Chain proposal for Land at Stockley Road)

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



4) Lake Farm School, Hayes

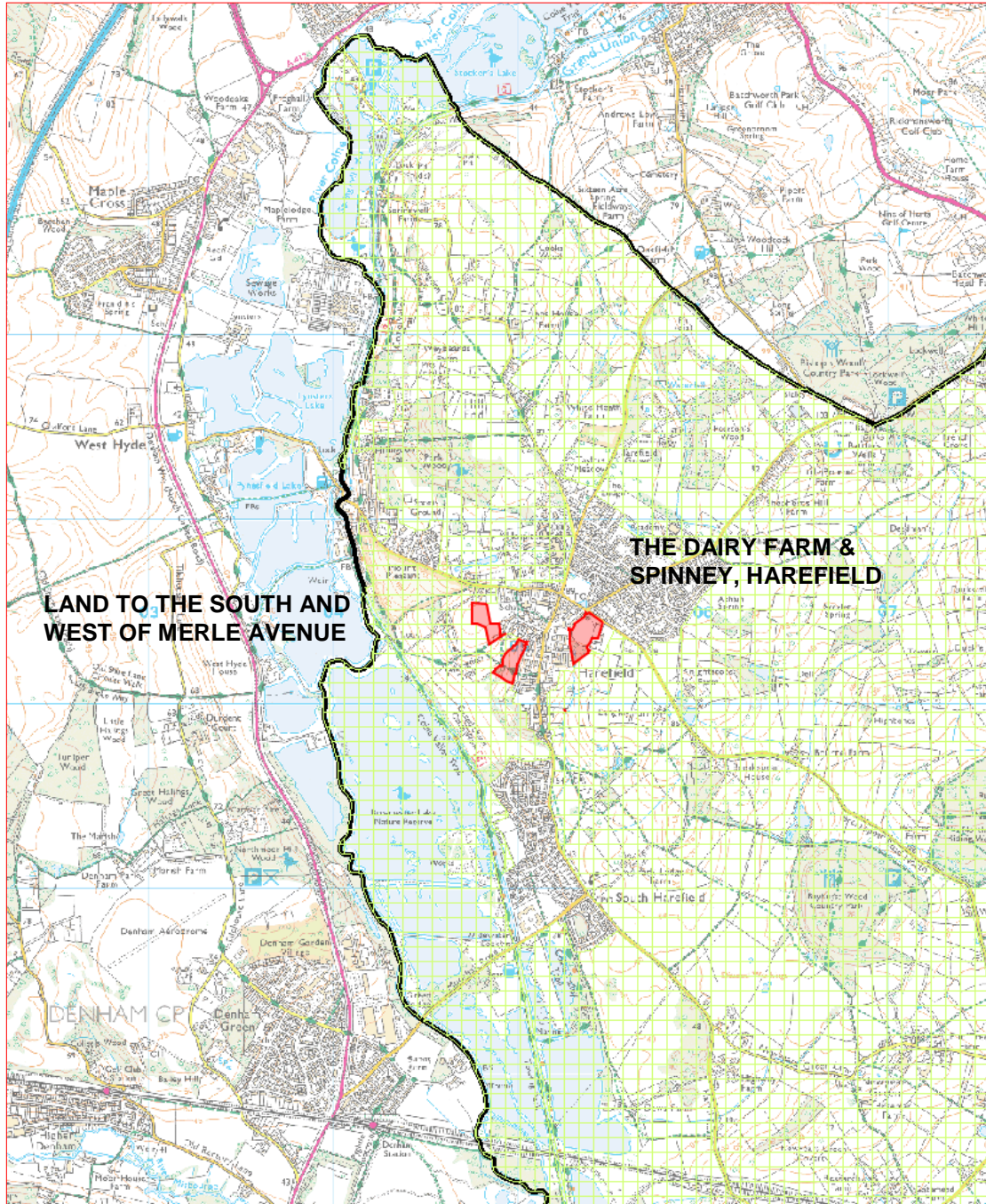
Recommendation:

Delete from the Green Belt

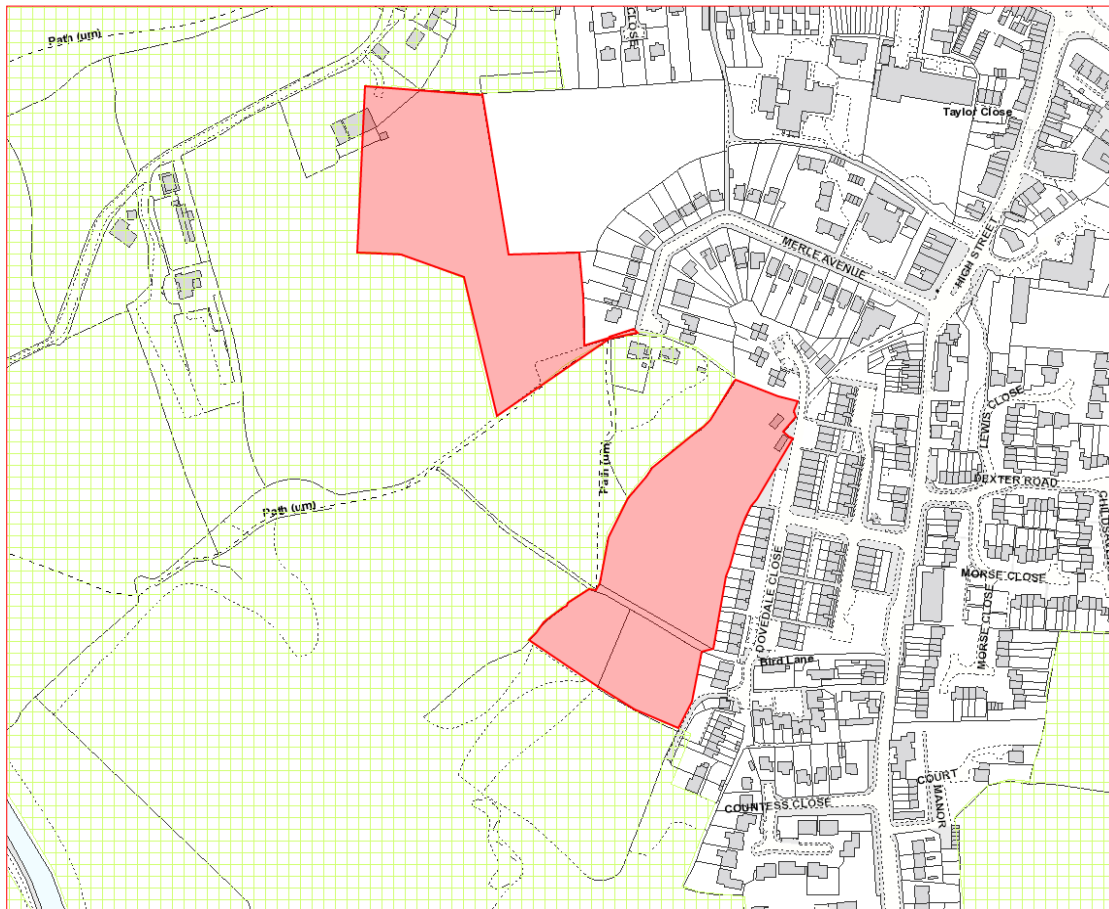
Reason for Recommendation: This site has been developed as part of Phase 3 of the Council's School Capital Programme to meet rising demand for primary school provision and accommodates a new primary school, Lake Farm Primary School. The school has completed construction in 2014 and the site no longer performs a function as Green Belt land.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Green Belt Extensions



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



5) Land to west and south of Merle Avenue, Harefield

Recommendation:

Extend the Green Belt boundary

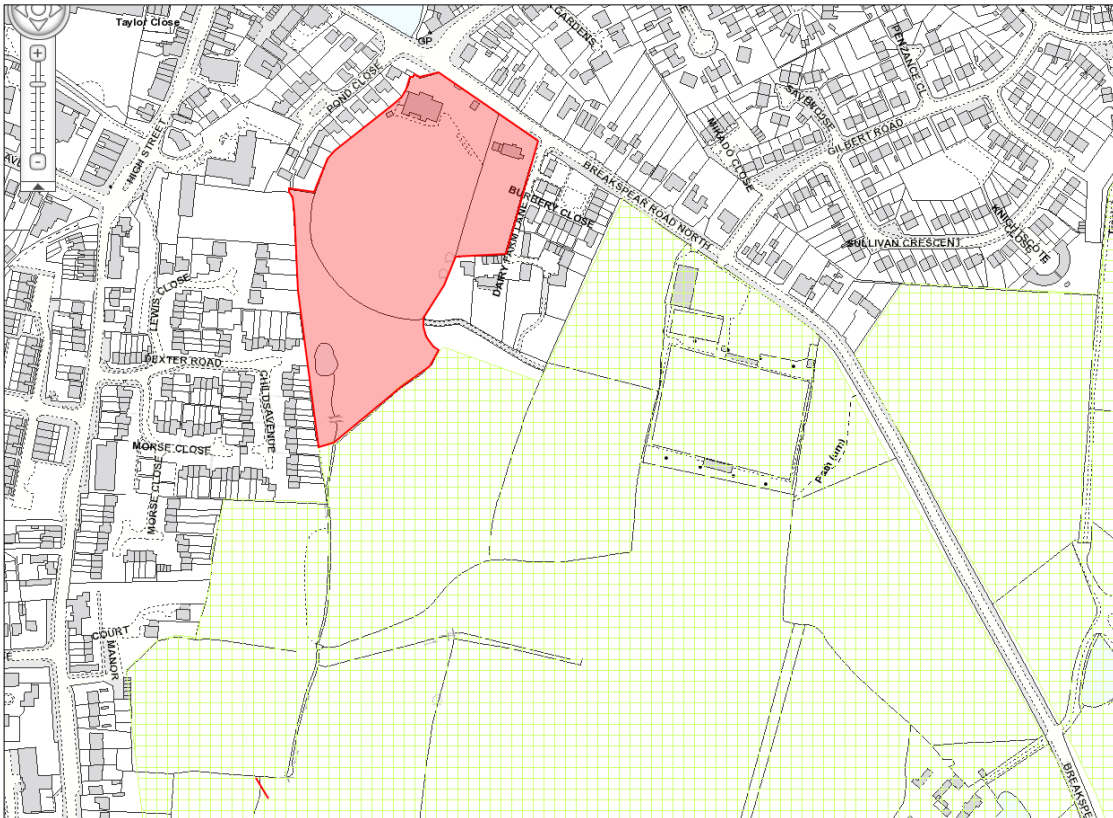
Reason for Recommendation:

These sites meet two of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80, in that they it:

- checks the unrestricted sprawl of large built-up areas; and
- prevents neighbouring towns merging into one another.

The current Green Belt boundary is illogical; a definable and logical boundary is to include this land in the Green Belt, with the developed area to the east of both proposed extension sites marking the revised boundaries.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



6) The Dairy Farm and Spinney, Harefield

Recommendation:

Extend the Green Belt boundary

Reason for Recommendation:

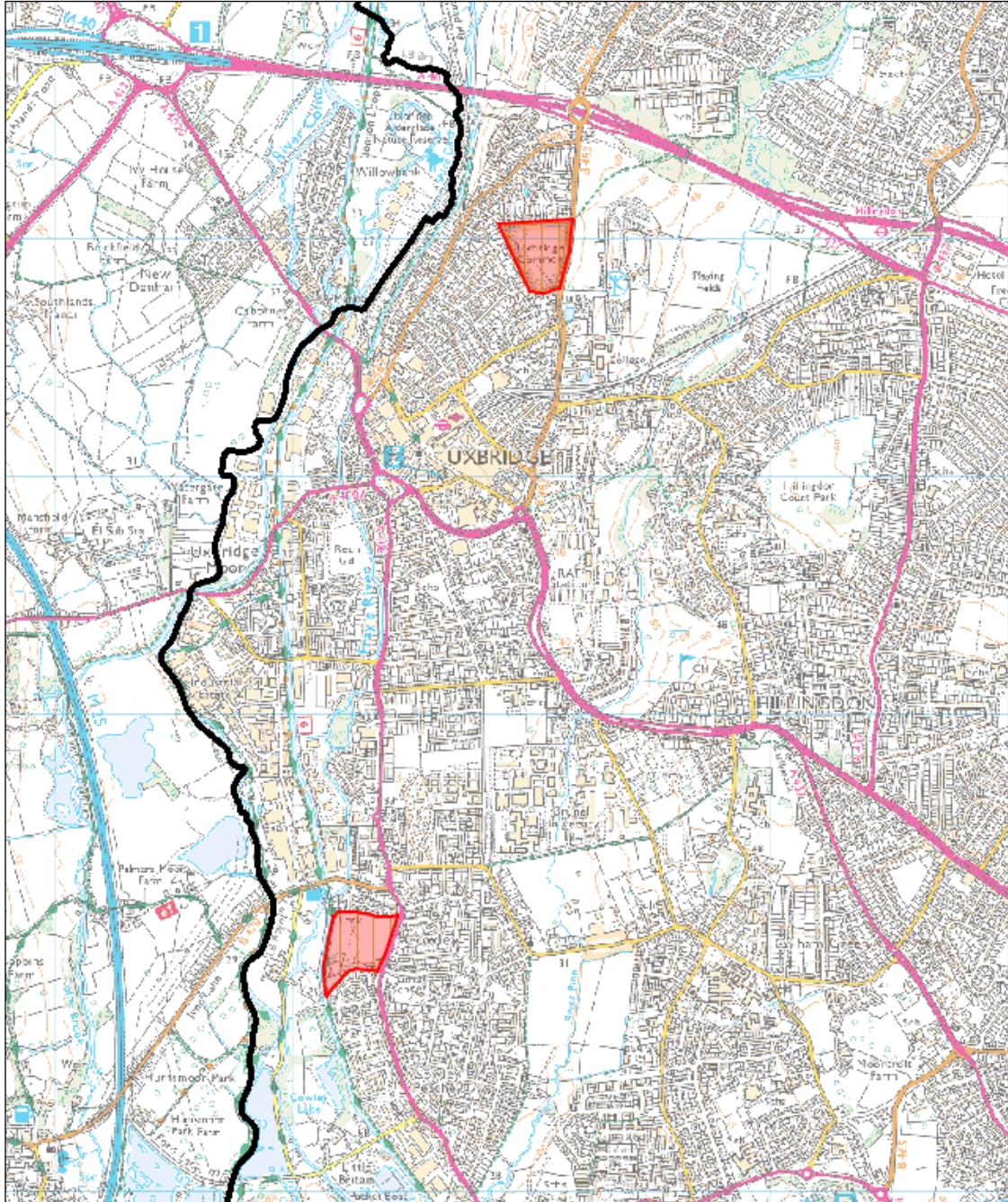
This site **does** meet some of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80, in that it:

- checks the unrestricted sprawl of large built-up areas; and
- assists in safeguarding the countryside from encroachment.

The boundary of the site should be altered to include the open cricket ground and adjoining Spinney covert to the west of the existing Green Belt boundary which would then be more definable and logical.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

METROPOLITAN OPEN LAND SITES TO BE UPGRADED TO GREEN BELT



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

7) Uxbridge Common - Park Road, Uxbridge

Green Belt Assessment

This site meets the following criteria for Green Belt Land as being a site or areas that:

- a. Checks the unrestricted sprawl of large built-up areas
- b. Prevents neighbouring towns from merging into one another
- c. Assist in safeguarding the countryside from encroachment



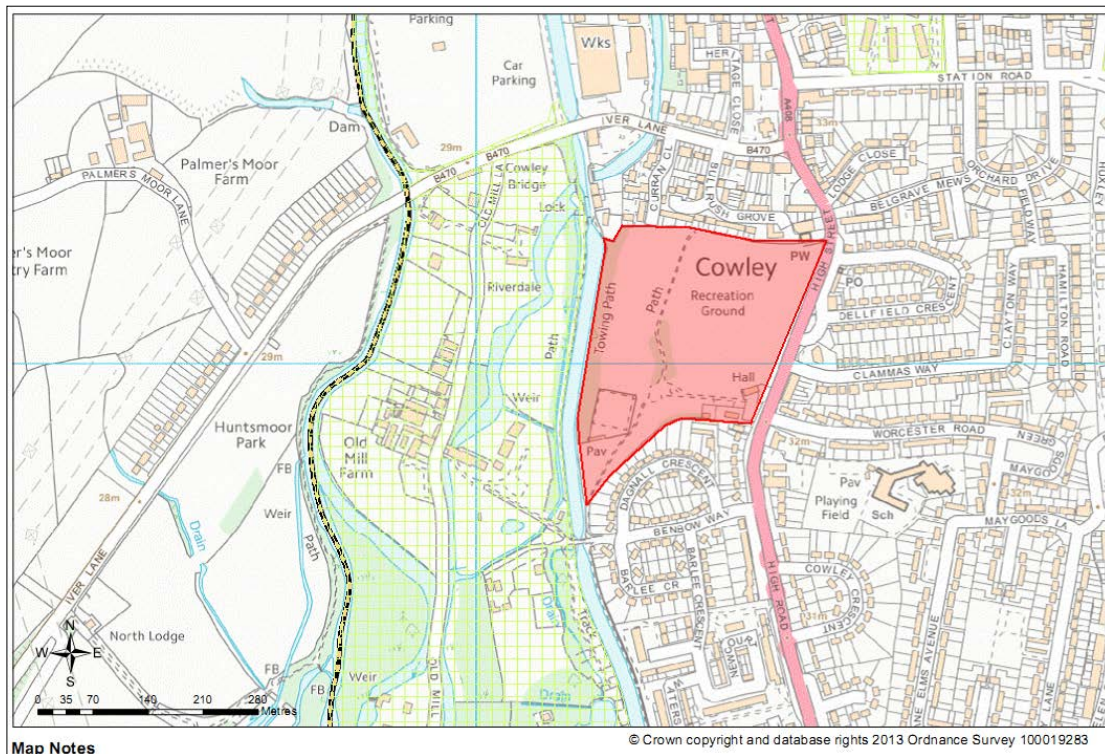
Recommendation:

- **Remove this site from the Metropolitan Open Land designation and incorporate it in the Green Belt designation**

Reason for Recommendation:

The Layfield Inquiry identified many similarities between Metropolitan Open Land and Green Belt. One of the main distinguishing features of MOL in contrast to Green Belt, is that MOL will often form an island embedded in the urban fabric, potentially connected to Green Belt by a Green Chain, though not necessarily. As the subject site directly adjoins Green Belt land and does not represent 'an island embedded in the urban fabric' it is considered more appropriate to amend its designation to Green Belt.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



8) Cowley Recreation Ground - Cowley Road, Uxbridge

Green Belt Assessment:

This site meets the following criteria for Green Belt land:

- a. Land that checks the unrestricted sprawl of large built-up areas;
- b. Land that prevents neighbouring towns from merging into one another; and
- c. Land that assists in safeguarding the countryside from encroachment.

Recommendation:

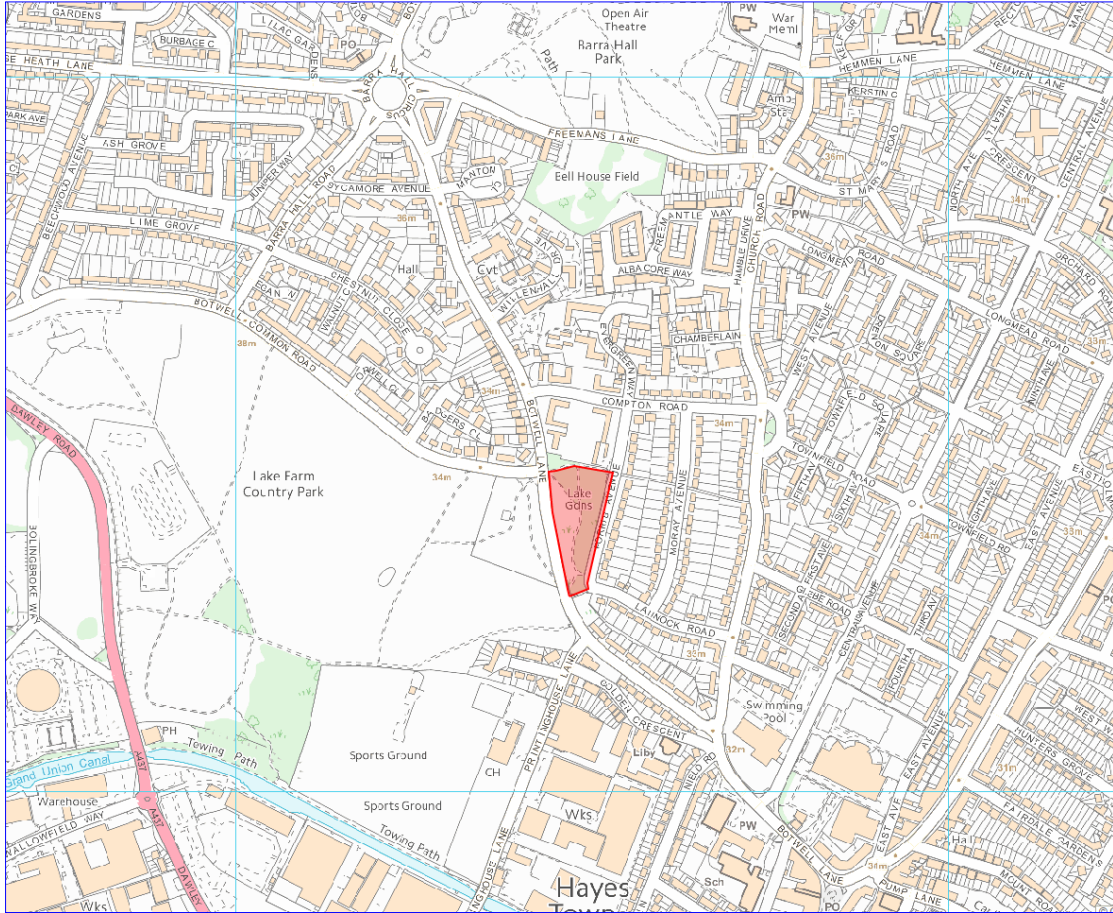
- **Remove this site from the Metropolitan Open Land designation and incorporate it in the Green Belt designation**

Reason for Recommendation:

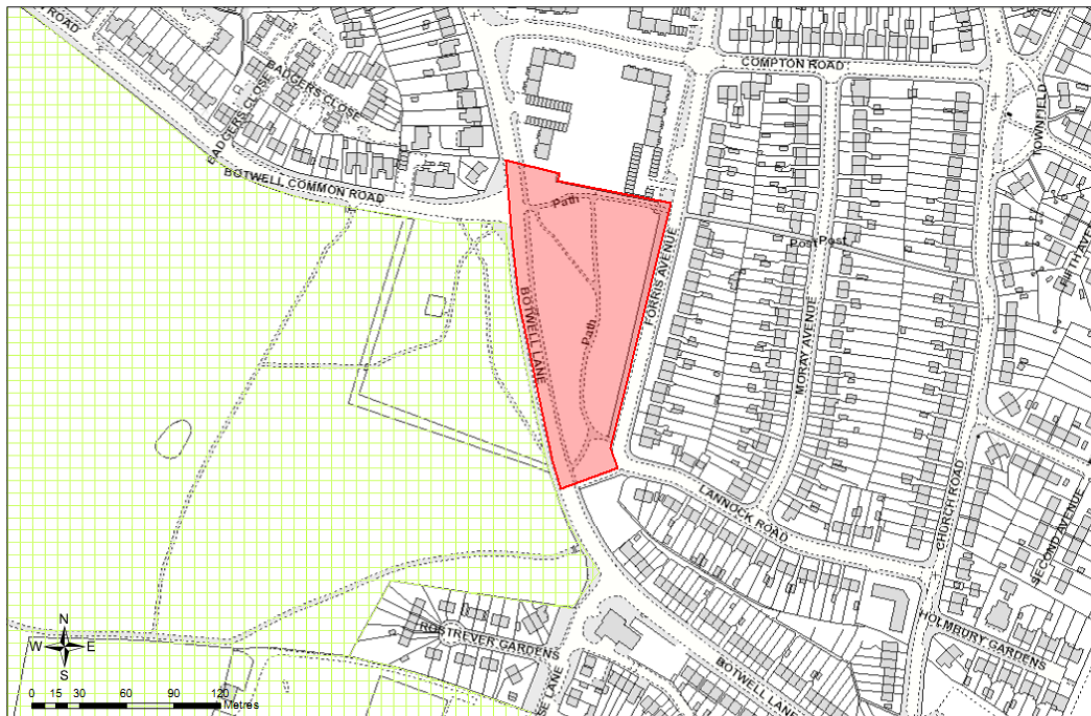
The Layfield Inquiry identified many similarities between Metropolitan Open Land and Green Belt. One of the main distinguishing features of MOL in contrast to Green Belt, is that MOL will often form an island embedded in the urban fabric, potentially connected to Green Belt by a Green Chain, though not necessarily. As the subject site directly adjoins Green Belt land and does not represent 'an island embedded in the urban fabric' it is considered more appropriate to amend its designation to Green Belt.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

AREA FORMING LINK IN GREEN CHAIN TO BE INCLUDED IN GREEN BELT



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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9) Lake Gardens, Botwell Lane, Hayes

This site ~~meets the criteria for Green Belt as being land that~~ prevents neighbouring towns from merging into one another ~~and therefore meets the criteria for Green Belt land.~~

Recommendation:

- Remove this site from the former Unitary Development Plan 'Areas Forming Links in Green Chains' designation and include it in the Green Belt designation.

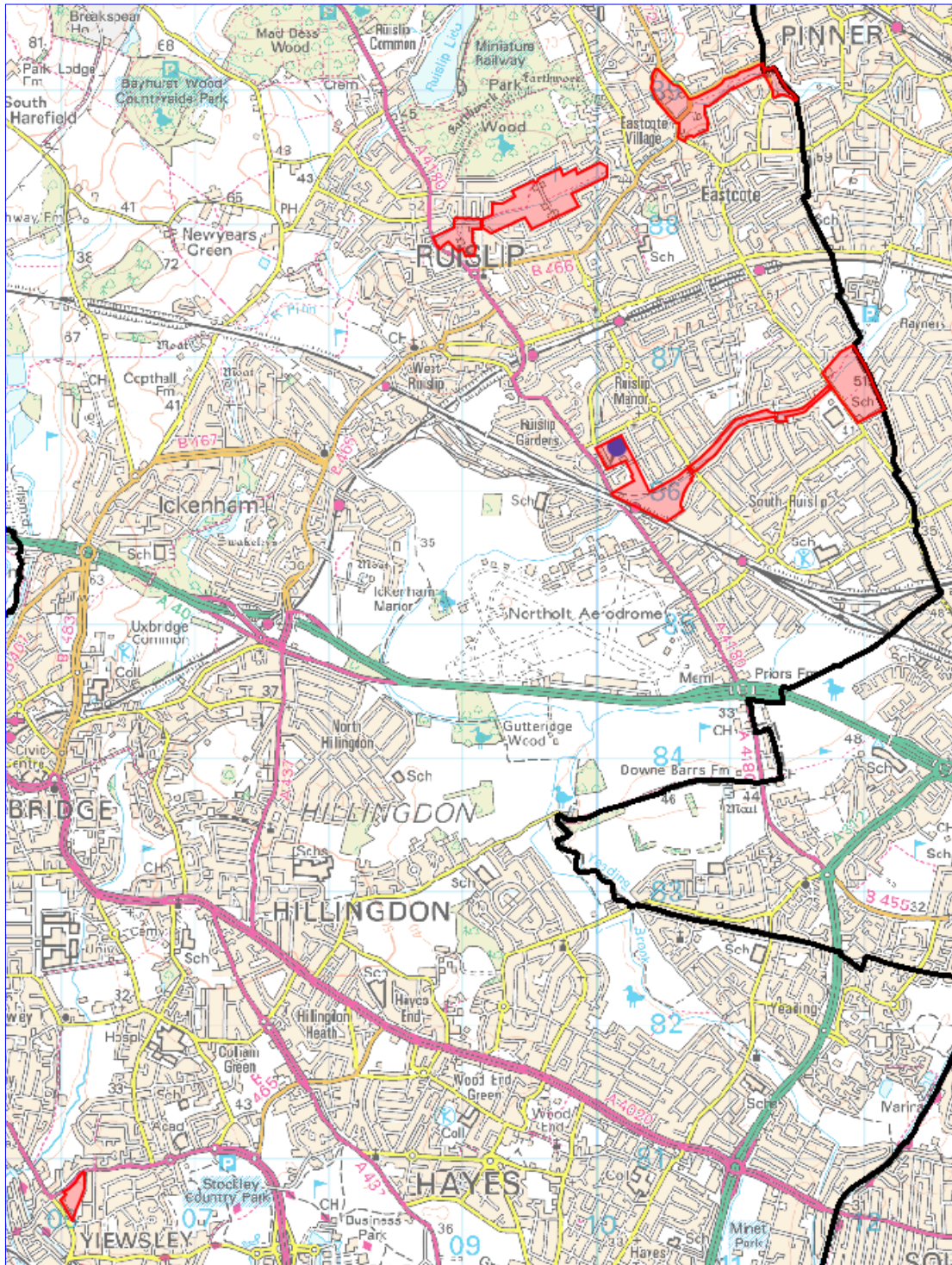
Reason for Recommendation:

The subject site is located adjoining a significant area of Green Belt open land and is similar in appearance to the adjoining Green Belt land. On this basis, it is considered appropriate to incorporate the subject site into the adjoining Green Belt, in preference to amending the existing designation to Metropolitan Open Land.

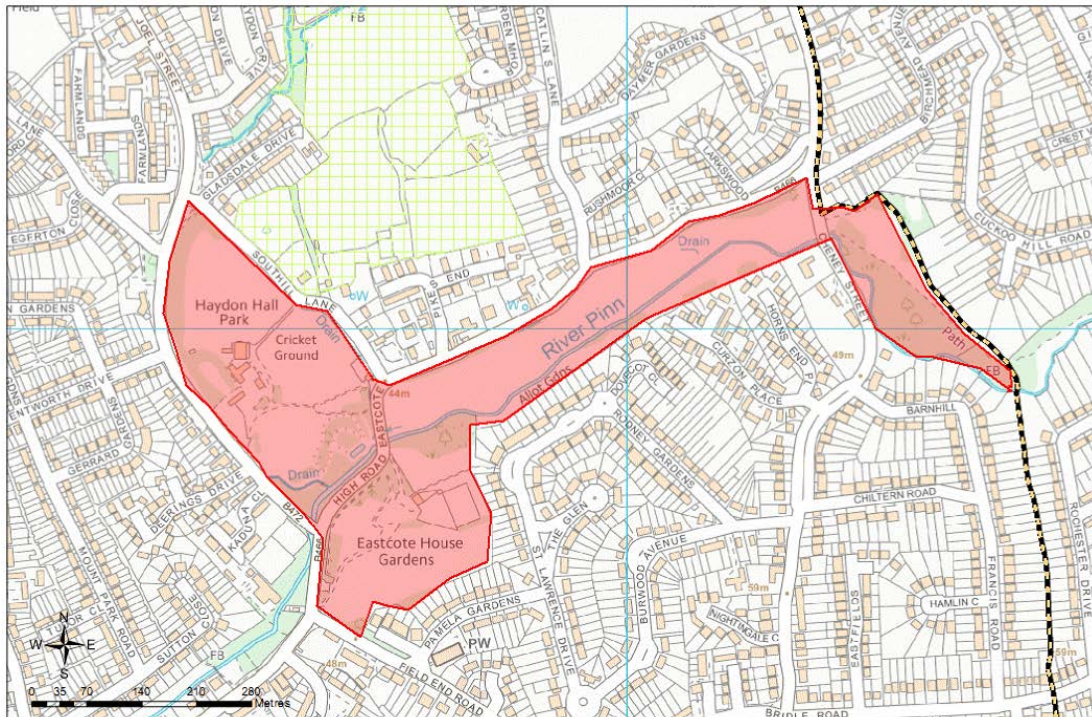
The Layfield Inquiry identified many similarities between Metropolitan Open Land and Green Belt. One of the main distinguishing features of MOL in contrast to Green Belt, is that MOL will often form an island embedded in the urban fabric, potentially connected to Green Belt by a Green Chain, though not necessarily. As the subject site directly adjoins Green Belt land and does not represent 'an island embedded in the urban fabric' it is considered more appropriate to amend its designation to Green Belt.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

AREAS FORMING LINKS IN GREEN CHAINS TO BE INCLUDED IN METROPOLITAN OPEN LAND



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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10) Haydon Hall Park, Eastcote House Gardens and Cheney Street Parkway – High Road Eastcote, Eastcote Village

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- Land that forms part of a Green Chain and meets one of the above criteria

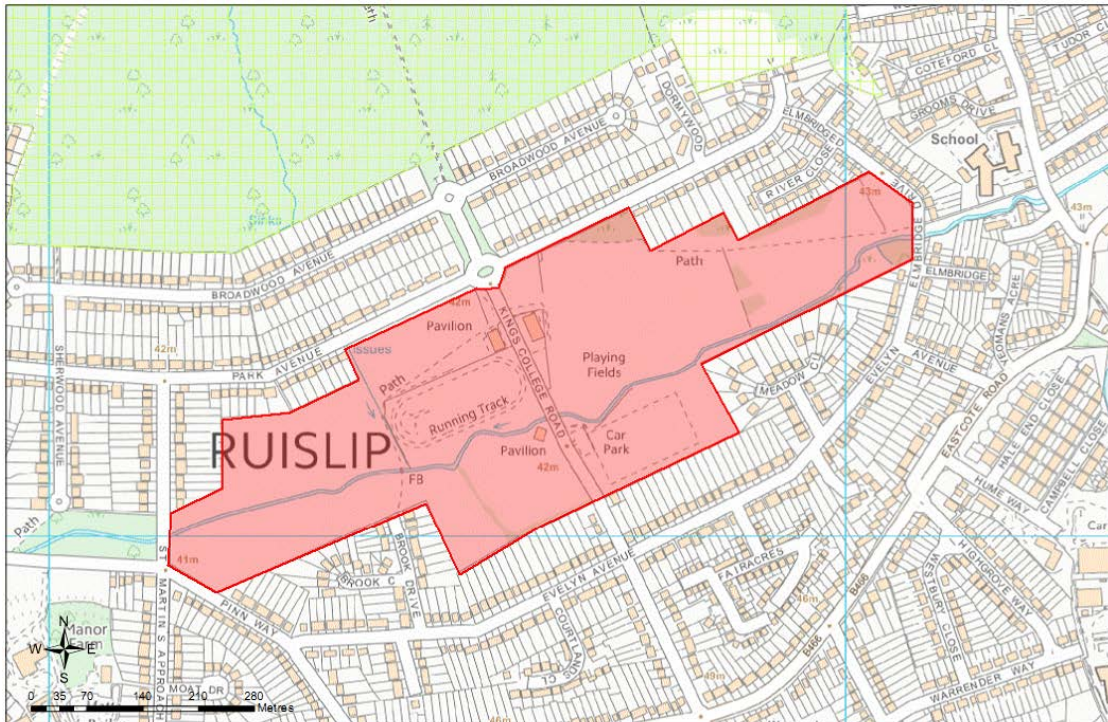
Recommendation:

- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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11) Kings College Playing Fields – Kings College Road, Ruislip

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- b. Land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism, which serve the whole or significant parts of London
- d. Land that forms part of a Green Chain and meets one of the above criteria

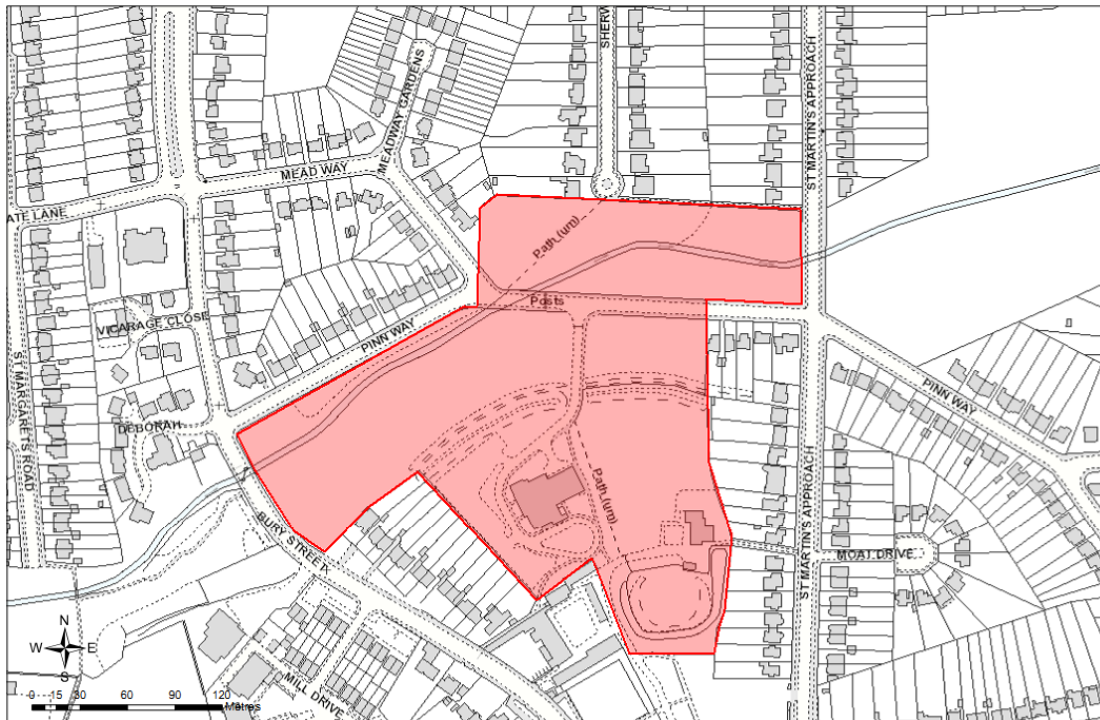
Recommendation:

- **Remove the site from the former Unitary Development Plan designation ‘Areas forming links in a Green Chain’ and include it in the Metropolitan Open Land designation**

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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12) Manor Farm and Winston Churchill Hall on Pinn Way, Ruislip

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- d. Land that forms part of a Green Chain and meets one of the above criteria

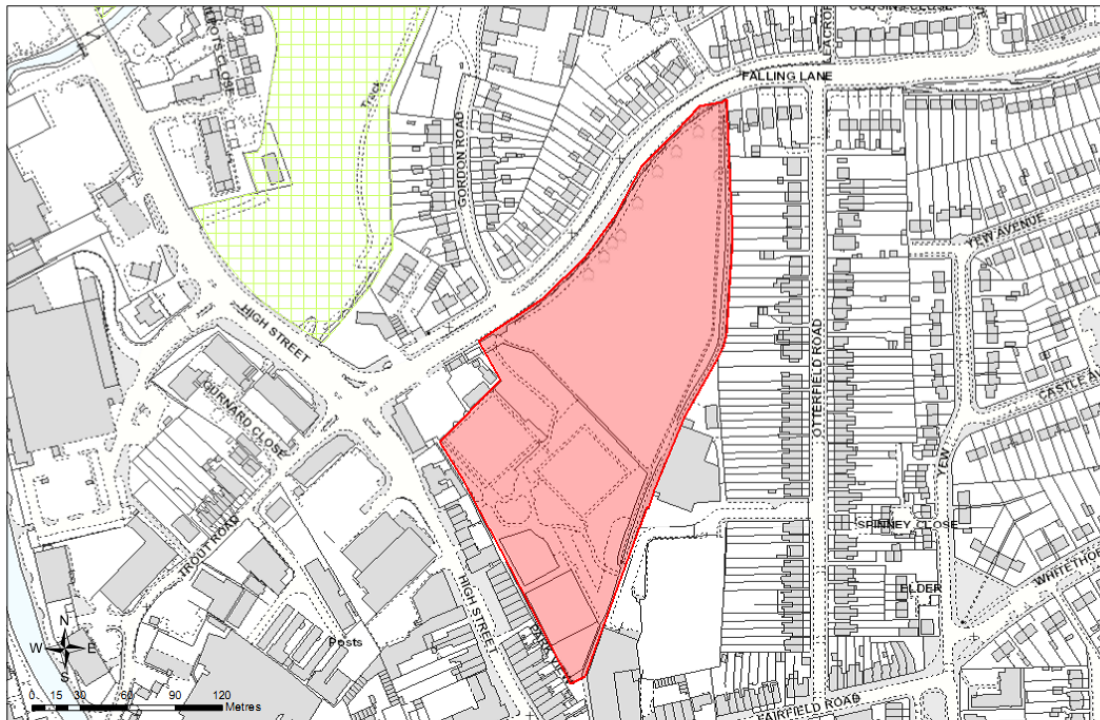
Recommendation:

- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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13) Falling Lane Recreation Ground, Yiewsley

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- d. Land that forms part of a Green Chain and meets one of the above criteria

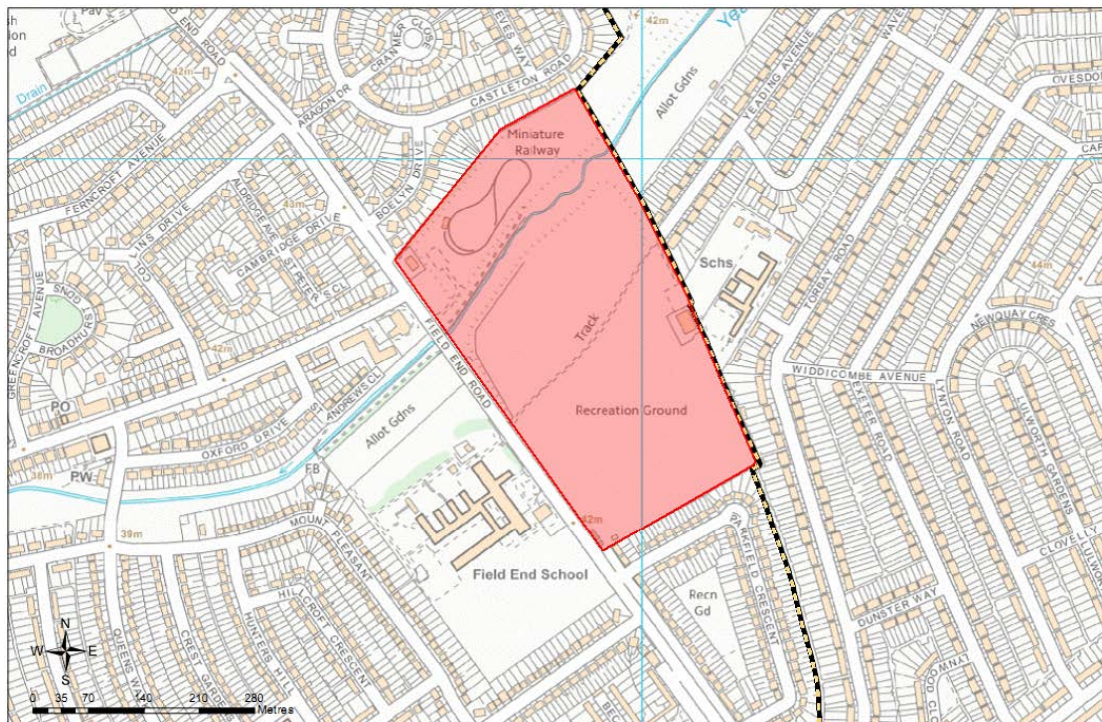
Recommendation:

- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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14) Field End Recreation Ground, Ruislip Manor

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- b. Land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism, which serve the whole or significant parts of London
- d. Land that forms part of a Green Chain and meets one of the above criteria

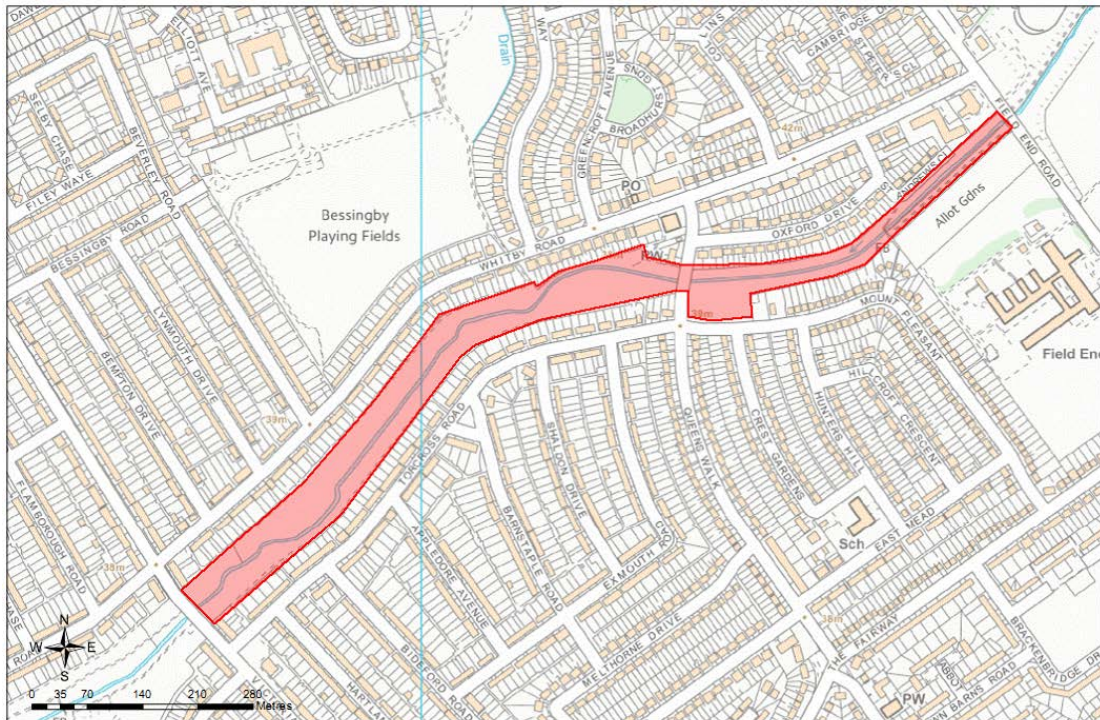
Recommendation:

- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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15) Torcross Road and Mount Pleasant Parkway, Ruislip Manor

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- a. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- d. Land that forms part of a Green Chain and meets one of the above criteria

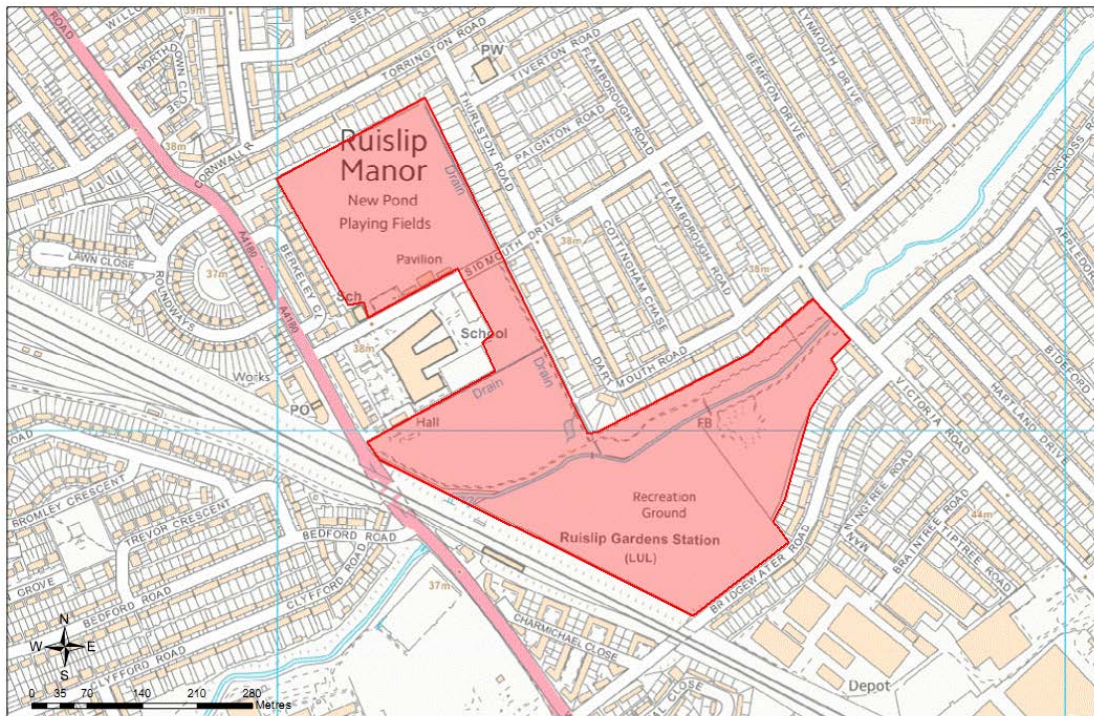
Recommendation:

- **Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation**

Reasons for Recommendation:

The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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16) New Pond Playing Fields, Sidmouth Drive Recreation Grounds, and West End Road Open Space, Ruislip

Metropolitan Open Land Assessment

This site meets the following criteria for Metropolitan Open Land as being:

- Land that contributes to the physical structure of London by being clearly distinguishable from the built up area
- Land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism, which serve the whole or significant parts of London
- Land that forms part of a Green Chain and meets one of the above criteria

Recommendation:

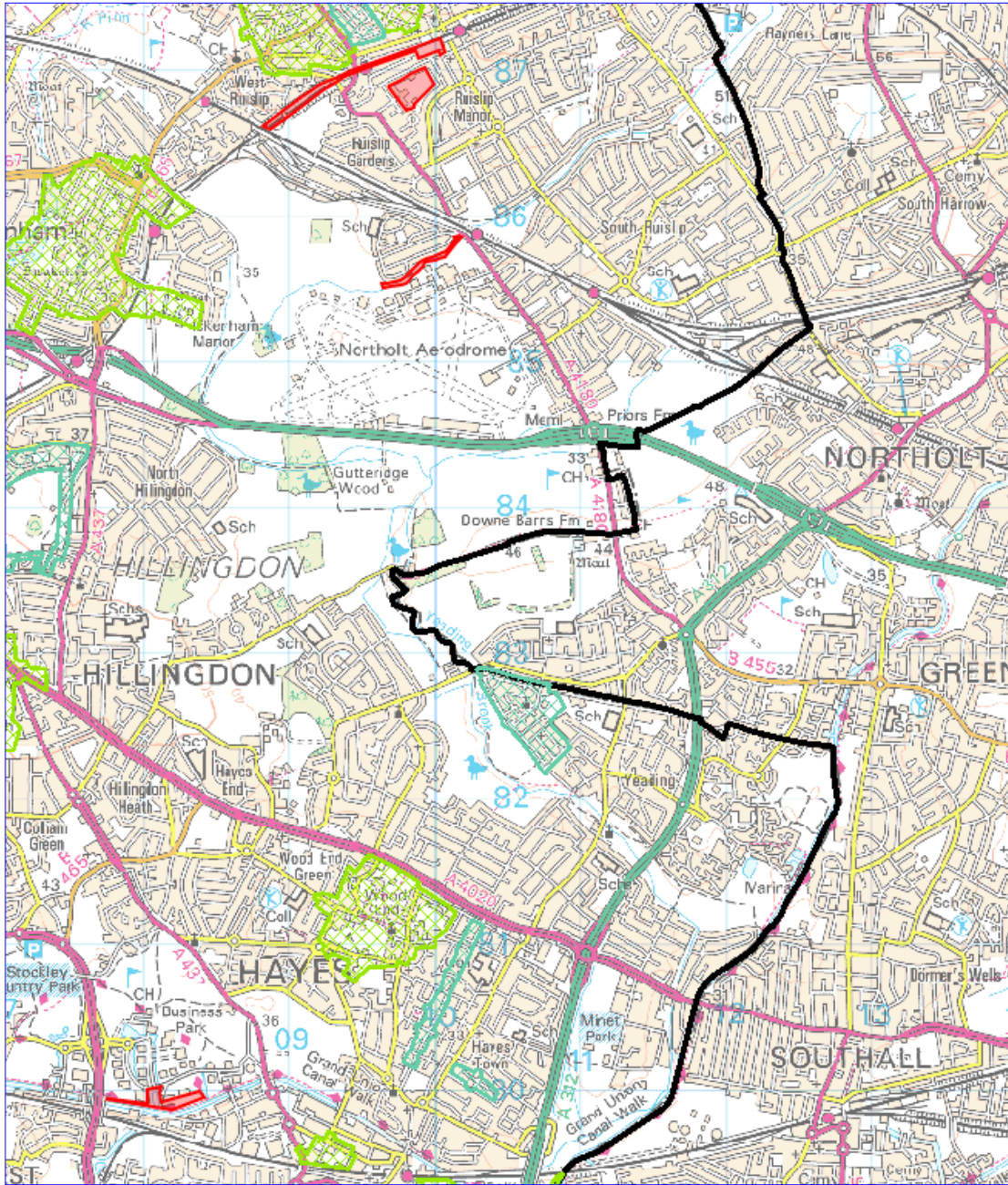
- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

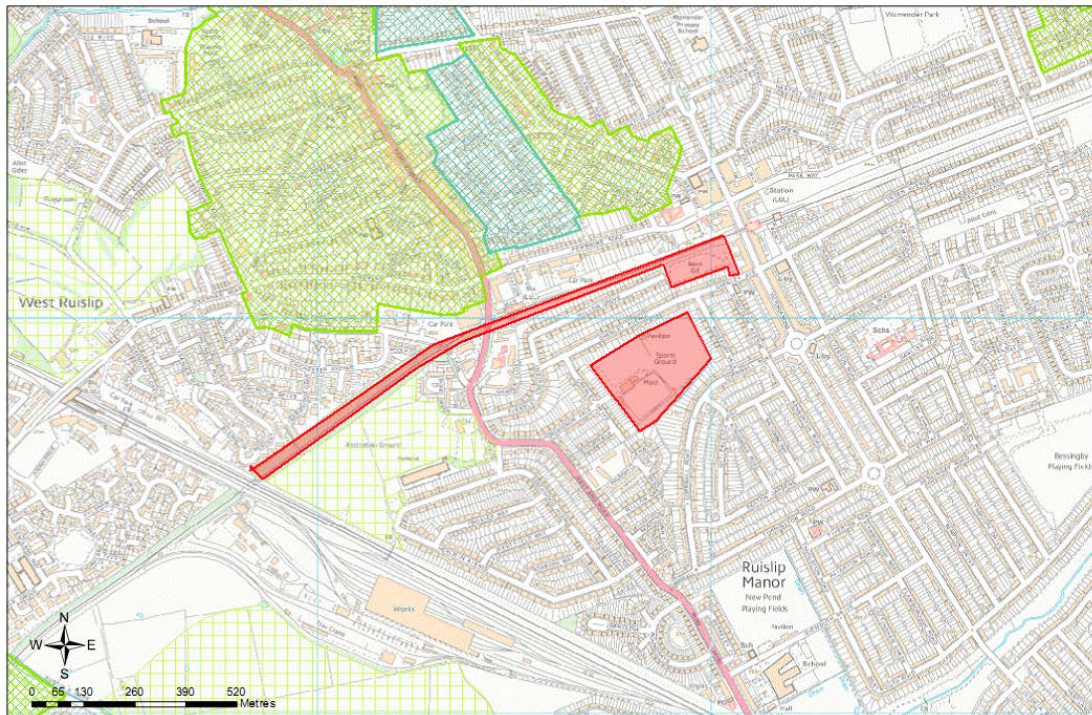
The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

NEW AREAS FORMING LINKS IN A GREEN CHAIN



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



17) Ruislip Green Chain Link

Green Chains Assessment

This site meets the following criteria for Green Chains as being:

- a. Land in public or private ownership, in use or previously in use for open land recreational purposes
- b. Land recognised as having potential for open land recreational use
- c. Land that forms part of a link in a chain of open areas
- d. Land of actual or potential landscape value
- f. Land that links Green Belt or Metropolitan Open Land

Recommendation: Proposed Green Chain designations consistent with current policy.

Reason for Recommendation:

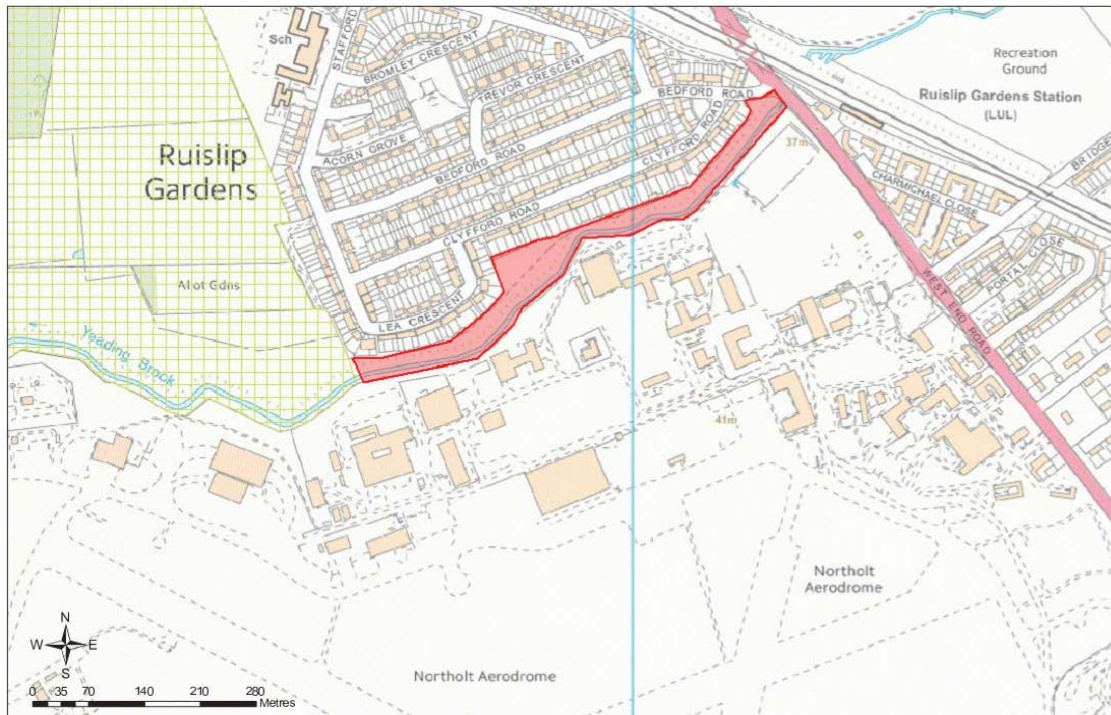
The proposed sites in this amendment link the main Green Belt land designations at Ickenham and West Ruislip with the extended areas of Green Chain at New Pond Playing Fields, Ruislip Manor.

They incorporate all remaining open land in the area and form a logical set of significant local green “steps” linking the Green Belt land immediately to the west at Ickenham (Hill Farm) and to the north at West Ruislip with the proposed retained Green Chain running along the course of the Yeading Brook.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

It is considered that the open land identified as the Ruislip Green Chain Link satisfies the criteria and objectives for the Green Chain in this area by adding significant breaks in the continuous built up area in this part of Ruislip.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Map Notes

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18) West End Road / Yeading Brook, Ruislip Gardens

Green Chains Assessment

This site meets the following criteria for Green Chains as being:

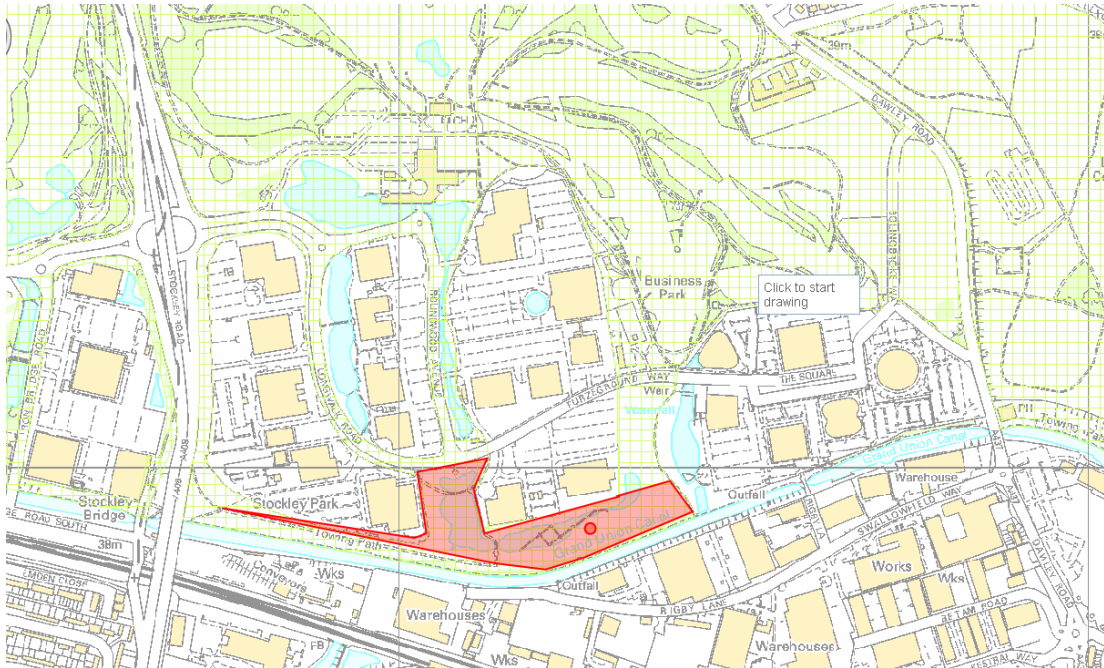
- Land in public or private ownership, in use or previously in use for open land recreational purposes
- Land recognised as having potential for open land recreational use
- Land that forms part of a link in a chain of open areas
- Land of actual or potential landscape value
- Land that links Green Belt or Metropolitan Open Land

Recommendation:

- The proposed Green Chain designation is consistent with current policy

Reason for Recommendation: The proposed Green Chain designation recognises its importance in linking areas of Green Belt across the borough.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



19) Land at Stockley Road adjoining the Grand Union Canal, Hayes

Green Chains Assessment

This site meets the following criteria for Green Chains as being:

- e. Land that forms part of a link in a chain of open areas
- f. Land of actual or potential landscape value
- f. Land that links Green Belt or Metropolitan Open Land

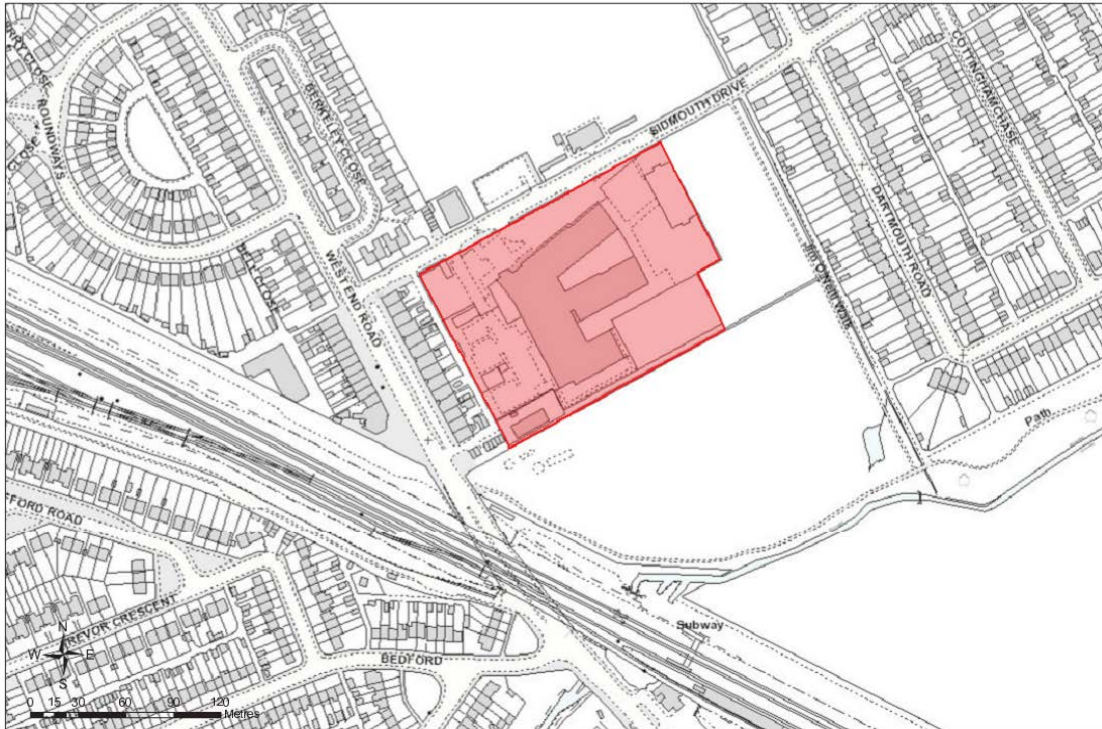
Recommendation:

- **The proposed Green Chain designation is consistent with current policy**

Reason for Recommendation: The proposed Green Chain designation recognises that the site is largely undeveloped and has some value both as part of a wildlife corridor created by the route of the Grand Union Canal, and by providing a landscaped area between the Canal and the business park immediately to the north. It is considered to merit Green Chain status as such.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

AREAS FORMING LINKS IN A GREEN CHAIN TO BE DELETED



Map Notes

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20) Sidmouth Drive School Site, Ruislip

Green Chains Assessment

This site no longer meets the following criteria for Green Chains as being:

- e. Land recognised as having potential for open land recreational use
- f. Land of actual or potential landscape value

Recommendation: Proposed Green Chain de-designation due to status as fully developed site.

Reason for Recommendation:

The school here has been built since this land was designated as Green Chain when the Hillingdon Unitary Development Plan was adopted in 1998. The site no longer serves a purpose as Green Chain land and is to be de-designated.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

SITES OF IMPORTANCE FOR NATURE CONSERVATION

5.15 The last review of nature conservation sites was carried out in 2005 by the GLA's London Ecology Unit, in liaison with the Borough, which involved an extensive review of sites based on field work and updated citations on the flora and fauna supported at existing sites. The outcome was a series of boundary changes, some additions and deletions where sites were lost as a result of development.

5.16 To inform this Site Allocations and Designations document the Council reviewed and updated the findings of the Ecology Handbook 8 in the Hillingdon SINC Review 2015. This section examines sets out the proposed changes to the boundaries of nature conservation sites in the borough, on the basis of the latest evidence.

5.17 To distinguish their nature conservation value ~~Nature Conservation sites in Hillingdon are~~ ~~Two categories of site are examined~~ categorised as follows:

- Sites of Metropolitan or Borough Grade 1 Importance (highly important)
- Sites of Borough Grade 2 or Local Importance (of less importance).

5.18 There are no nature conservation sites of European importance in the Borough. Table 5.2 sets out the proposed changes in land area of designated SINC, as a result of the 2015 Review.

Table 5.2 Net change in the land area of Nature Conservation Sites

Designation	New or extended land area (ha)	Deletions or loss of land area (ha)	Net change (ha)
Nature Conservation of Metropolitan or Borough Grade I and II Importance	445.04	99.44	345.6

5.19 Any proposals for development on or near designated nature conservation sites should take account of the relevant development management policy.

Relevant Development Management Policy

- DMEI 7 Biodiversity Protection and Enhancement

~~5.13 In 1985 the London Ecology Unit published guidelines (Ecology Handbook 3) on the procedure for identifying sites for nature conservation protection. This procedure would help London Boroughs identify different~~

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

grades of 'Sites of Importance for Nature Conservation' (SINCS). The grades of SINCS were:

- Metropolitan
- Borough
- Local

5.14 These sites would supplement those designated at a national and international level. Protection would be commensurate with the grade of protection.

5.15 In 1988, the London Ecology Unit in combination with the London Borough of Hillingdon produced Ecology Handbook 7 which presented all the sites worthy of nature conservation in the borough. It followed the format of Ecology Handbook 3 but separated Borough SINCS into Grade 1 (highly important) and Grade 2 (of less importance). The identification of sites was based on extensive site and field surveys with acknowledgement of the types of habitat and species supported.

5.16 The SINCS did not become formal designations until they had been formally adopted through a plan making process. The London Ecology Unit adopted the policy for selecting sites in the 1996 Regional Planning Guidance which supported the designation of sites in Unitary Development Plans. As a consequence, the sites selected in the Ecology Handbook 7 (1988) were only formally designated in the 1998 Unitary Development Plan.

5.17 The move from UDP to Local Development Framework (LDF) prompted a review of SINCS in 2005. The GLA in combination with the Borough carried out an extensive review of sites based on field work and updated citations on the flora and fauna supported at sites. The outcome was a series of boundary changes, some additions, and deletions where sites were lost as a result of development. The revisions and alterations could not be designated until they had been through a formal plan making process allowing the public and landowners the opportunity to comment. The intention was that the changes would be integrated into the 2007 LDF Core Strategy and Site Allocations document. The Hillingdon Local Plan Part 1 was published in 2012, with a review of site allocations to follow.

5.18 The Council intends to take forward the SINCS outlined in Ecology Handbook 8 together with the revisions and deletions recommended in the 2005 updated survey. The proposed SINCS are accompanied by a citation of their special features and an outline of the site boundary.

5.19 It should be noted that the GLA had been responsible for designating Metropolitan Sites of Nature Conservation which were formalised through the

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

~~2004, 2008 and 2011 London Plan. This responsibility has now been passed to London Boroughs to designate Metropolitan Grade sites.~~

~~5.20 One site of Nature Conservation Metropolitan or Borough Grade 1 Importance is proposed to be deleted in conjunction with the removal of the~~

~~Green Belt designation at (2) previously. This is the former site of the Perry Oaks Sludge Works. With the construction and operation of Heathrow Terminal 5 it now forms part of the building and operational area of the airport.~~

Extensions To Existing Sites and New Sites

5.20 The sites in this chapter are organised to show:

- Proposed Extensions to existing ~~sites~~ SINCs
- Proposed New ~~Sites~~ SINCs.
- Deletion of one site of Grade 1 or Metropolitan Importance (Heathrow Terminal 5)

A summary of the proposed extensions is as follows:

TABLE 5.3: PROPOSED EXTENSIONS TO EXISTING SITES OF IMPORTANCE FOR NATURE CONSERVATION (GRADE 1 AND GRADE 2)

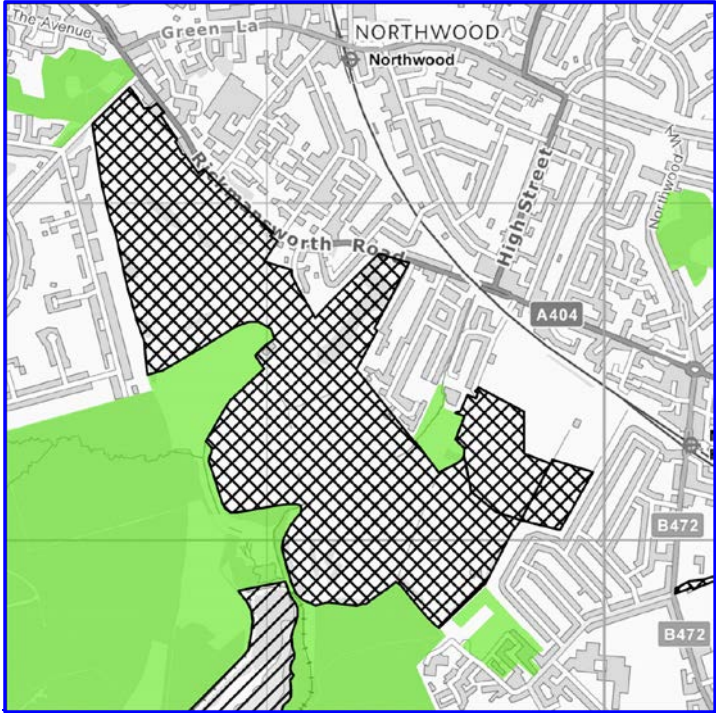
Site	Proposed Designation	Reference Number
Ruislip Lido	Grade 1 Site of Nature Conservation Importance	SINC Ext 1
Haste Hill Golf Course St Vincent's Hospital Meadows, South of Aspen Way	Site of Grade 1 Nature Conservation Importance	SINC Ext 1
New Years Green	Site of Grade 1 Nature Conservation Importance	SINC Ext 2
West Ruislip Golf Course and Old Priory Meadows	Site of Grade 2 Nature Conservation Importance	SINC Ext 3 2
Ickenham Marsh Complex	Site of Grade 1 Nature Conservation Importance	SINC Ext 4 3
Yeading Brook and Minet Country Park	Site of Grade 1 Nature Conservation Importance	SINC Ext 5 4
Yeading Brook and Minet Country Park and Hitherbroom Park	Site of Grade 1 Nature Conservation Importance	SINC Ext 6
Beeches	Site of Grade 1 Nature Conservation Importance	SINC Ext 7 5
Lower Colne	Site of Grade 1 Nature Conservation Importance	SINC Ext 8 6
Duke of Northumberland's River at Two Bridges Farm	Site of Grade 2 Nature Conservation Importance	SINC Ext 9 7
Summerhouse Lane	Site of Grade 1 Nature Conservation Importance	SINC Ext 10
Medipark Site, Harefield	Site of Grade 1 Nature Conservation Importance	SINC Ext 11 8

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Site	Proposed Designation	Reference Number
Summerhouse Lane Chalkpit South East The Dairy Farm, Harefield	Grade 1 Site of Nature Conservation Importance Grade 2 Site of Nature Conservation Importance	SINC Ext 42 9
Mount Vernon	Grade 2 site of nature conservation importance	SINC Ext1310
Hill End Pond	Grade 2 site of nature conservation importance	SINC Ext 14
River Pinn Corridor near Eastcote	Grade 2 Site of Nature Conservation Importance	SINC Ext 15
Mad Field Covert, Railway Mead and River Pinn	Grade 2 Site of Nature Conservation Importance	SINC Ext 16
St Mary's Wood End	Grade 2 Site of Nature Conservation Importance	SINC Ext 17
River Pinn and Manor Farm Pastures	Grade 2 Site of Nature Conservation Importance	SINC Ext 118
The Grove	Grade 2 Site of Nature Conservation Importance	SINC Ext 12

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed Extensions to existing Sites of Importance for Nature Conservation

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance	
a) Haste Hill Golf Course, Northwood Golf Course and Northwood Park Cemetery, b) St Vincent's Hospital Meadows, south of Aspen Way	Ref: SINC-Ext 1
	<p>Map Information:</p> <p>Clear cross-hatched areas show proposed extension</p> <p>Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance</p> <p>Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance</p>
Location	The proposed extension covers the extent of both golf courses
Existing Use	Golf Courses
Grid Reference	TQ 092 902 a) TQ 102 909
Area (ha/sqm)	80 ha a) 0.9 ha
Habitat	Secondary woodland (some wet), coniferous woodland, scattered trees, hedge, scrub, bare soil, acid grassland, bracken, semi-improved neutral grassland (some wet), amenity grassland, rough land, running water. a) Secondary woodland, scattered trees, scrub, roughland, tall herbs, amenity grassland.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

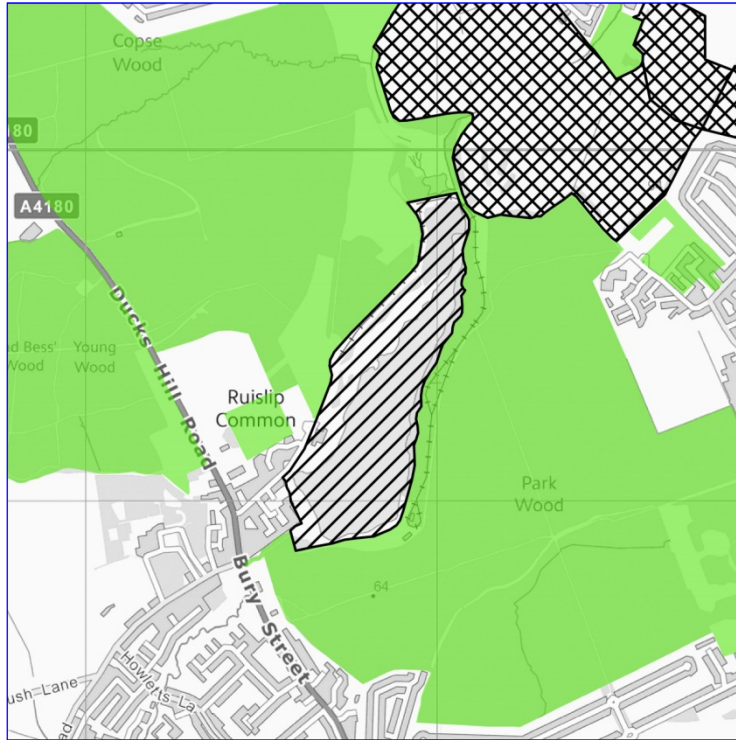
Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance	
New Year's Green	Ref: SINC Ext 2
<p>Map Information:</p> <p>Clear hatched areas show proposed extension</p> <p>Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance</p> <p>Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance</p>	
Location	Land East of Harvil Road
Grid Reference	TQ 065 878
Existing Use	open land
Area (ha/sqm)	10 ha
Habitat	Secondary woodland, neutral grassland (herb rich semi improved), scrub, tall herbs, hedge, ditch.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Ruislip Lido

Ref: SINC Ext 1



Map Information:

-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance

Location	The proposed extension covers the extent of both golf courses
Grid Reference	TQ 092 902
Area (ha/sqm)	24.71 ha
Habitat	Native broadleaved woodland, scattered trees, bare soil and rock, neutral grassland (semi-improved), amenity grassland, roughland, standing water, sand.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

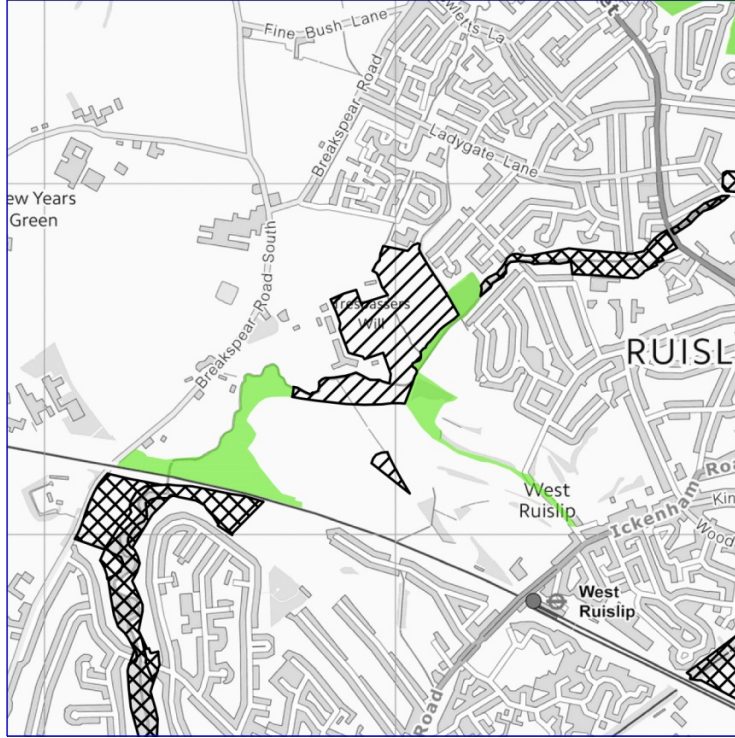
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade 2 Importance

West Ruislip Golf Course and Old Priory Meadows

Ref: **SINC Ext 3-2**

Map Information:



-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

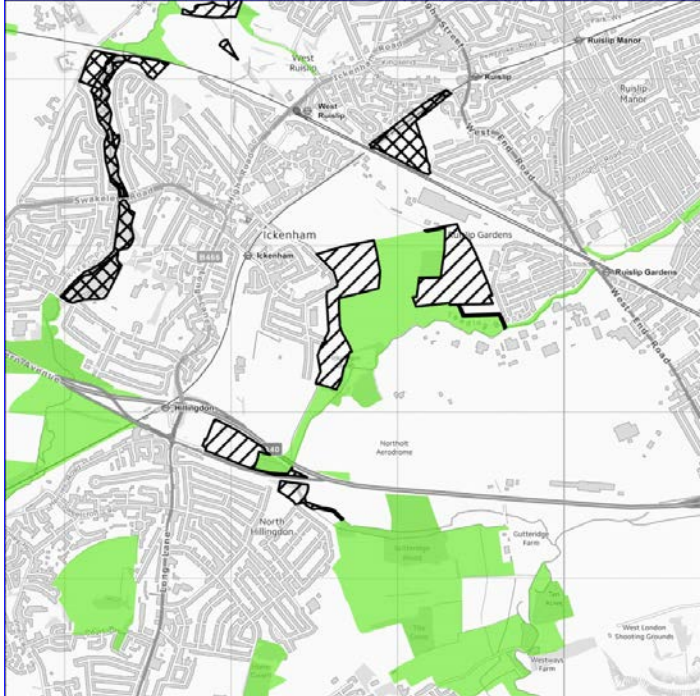
Solid **yellow green** areas show existing nature conservation sites of **Borough Grade 2 or Local Importance**

Location	South West of Ruislip
Grid Reference	TQ 078 874
Existing Use	Open land
Area (ha/sqm)	42 9.55 ha
PTAL Rating	1a/0
Habitat	Neutral grassland (herb rich and semi improved), hedge, secondary woodland, scattered trees, scrub, standing water, swamp, running water, tall herbs, ditches, amenity grassland. No records
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Ickenham Marsh complex Ref: **SINC Ext 4 3**



Map Information:

-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance

Location Extension of existing site of Nature Conservation Importance

Grid Reference TQ 088 855

Existing Use Open land, Ickenham Marsh

Area (ha/sqm) 73.4 ha 36.63 ha

Habitat Ancient & secondary woodland, scattered trees, scrub, tall herbs, herb rich & semi improved neutral grassland, roughland, ruderal, amenity grassland, hedge, bracken, running water, standing water, swamp, reed bed, bare soil.

Native broadleaved woodland, scattered trees, scrub, native hedge, bare artificial habitat, neutral grassland (semi-improved), amenity grassland, roughland, tall herbs, marsh grassland

Relevant Planning History (Most recent) None

Designations Greenbelt, Countryside Conservation Area

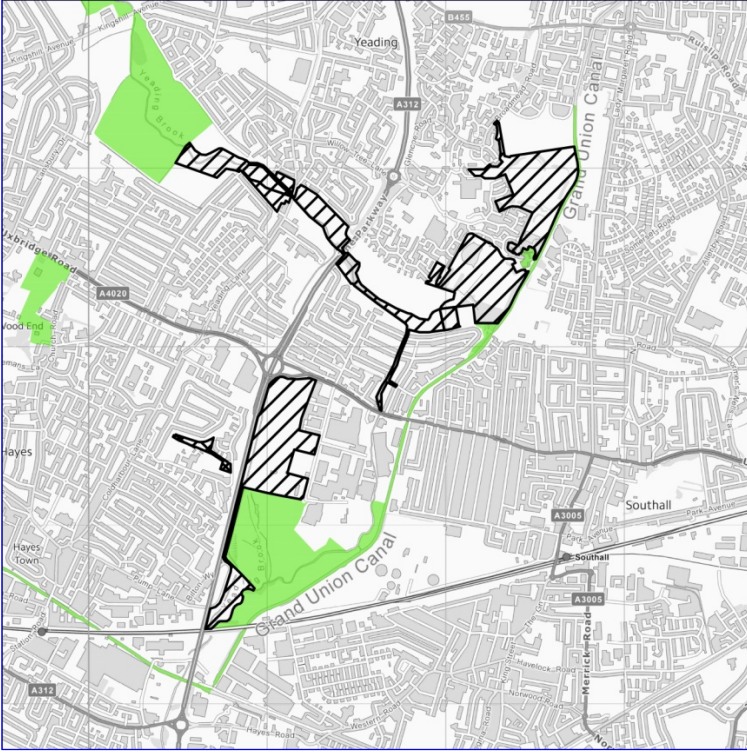
Policy Considerations Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation; adjacent to Ickenham Village Conservation Area; adjacent to Ickenham Manor Archaeological Priority Area.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

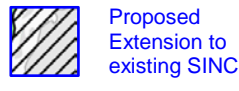
Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Yeading Brook and Minet Country Park

Ref: **SINC Ext 5 4**



Map Information:



Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance

Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance

Location	Yeading
Grid Reference	TQ 111 801
Existing Use	River Corridor
Area (ha/sqm)	43.7ha-73.37ha
Habitat	<p>Secondary woodland, scattered trees, scrub, planted shrubbery, hedge, herb-rich & semi improved neutral grassland, amenity grassland, bare soil, roughland, tall herbs, ruderal, wet marginal vegetation, seasonal ponds, running water.</p> <p>Native broadleaved woodland, scattered trees, scrub, bare soil and rock, neutral grassland (semi-improved), neutral grassland (herb rich), improved/reseeded agric grassland, amenity grassland, roughland, tall herbs, wet marginal vegetation, standing water (includes canals), paths, running water</p>
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

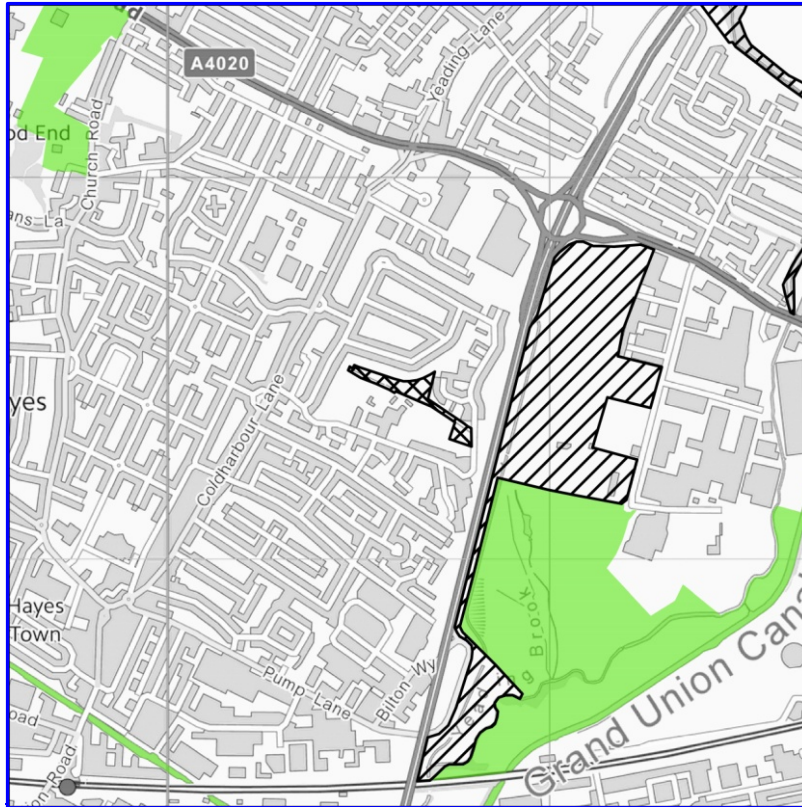
Yeading Brook, Minet Country Park and Hitherbroom Park

Ref: **SINC-Ext 6**

Map Information:

Clear hatched areas show proposed extension

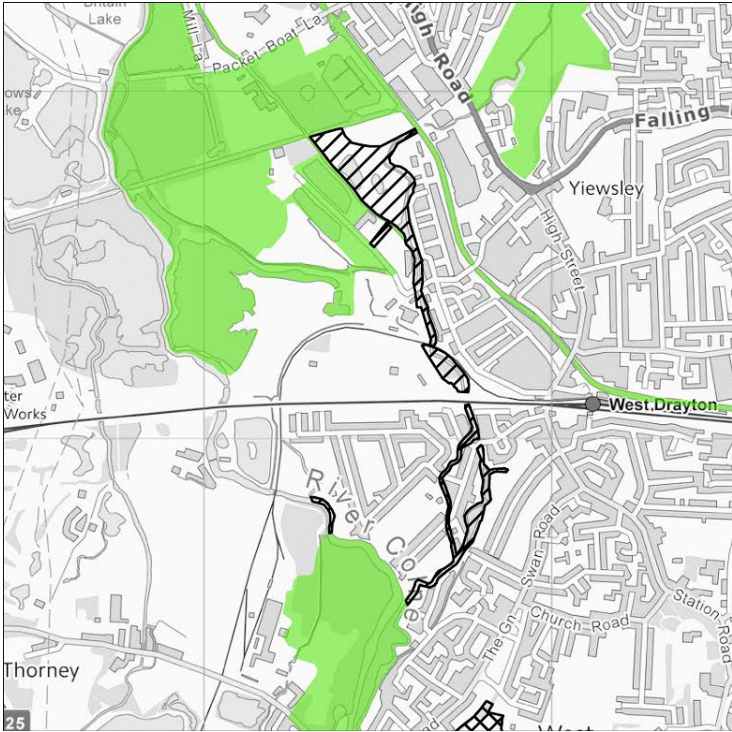

Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance



Location	Extension of existing Site of Nature Conservation Importance
Grid Reference	TQ 077 916
Existing Use	Country Park
Area (ha/sqm)	21.9 / 1.16 ha
Habitat	Secondary woodland, scattered trees, scrub-planted shrubbery, hedge, herb-rich & semi-improved neutral grassland, amenity grassland, bare soil, roughland, tall herbs, ruderal, wet marginal vegetation, seasonal ponds, running water.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Beeches	Ref: SINC Ext 7 5
	<p>Map Information:</p> <p> Proposed Extension to existing SINC</p> <p>Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance</p> <p>Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance</p>

Location	West of Yiewsley
Grid Reference	TQ 047 827
Existing Use	Open land, some agricultural uses
Area (ha/sqm)	149,175 7.6 ha
Habitat	<p>Standing Water, wet marginal vegetation, neutral grassland (herb rich), reed swamp, native hedgerow.</p> <p>Native broadleaved woodland, non-native broadleaved woodland, scrub, native hedge, bare soil and rock, bare artificial habitat, amenity grassland, roughland, tall herb, wet marginal vegetation, standing water, running water</p>
Relevant Planning History (Most recent)	Application for residential development
Current UDP Designations	Green Belt, Conservation Area
Proposed New Designations	Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

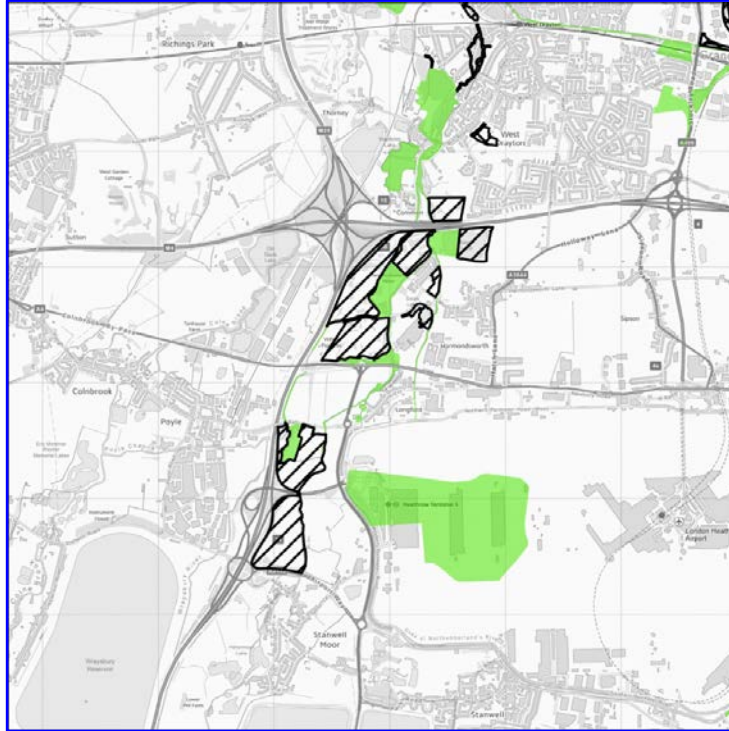
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Lower Colne

Ref: **SINC Ext 8 6**

Map Information:



 Proposed Extension to existing SINC

Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance

Location	West/North West of Heathrow
Grid Reference	TQ 049 782
Existing Use	Mostly Open Land
Approximate site area (ha/sqm)	79.5 95.34 ha
Habitat	<p>Neutral Grassland (herb-rich and semi-improved), scattered trees, orchard, hedge, ditch, standing water, reed bed, swamp, scrub, tall herbs, bare soil, amenity grassland.</p> <p>Native broadleaved woodland, scattered trees, scrub, native hedge, bare soil and rock, bare artificial habitat, neutral grassland (semi-improved), amenity grassland, ruderal or ephemeral, roughland, tall herb, wet marginal vegetation, standing water, running water</p>
Relevant Planning History (Most recent)	A number landscaping consents relating to Heathrow Airport
Designations	Green Belt; Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy T4: Heathrow Airport, Policy EM7: Biodiversity and Geological Conservation, Policy EM7: Biodiversity and Geological Conservation; adjacent to Harmondsworth Village and Longford Village Conservation Areas

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of **Local or Borough Grade 2 Importance**

Duke of Northumberland's River at Two Bridges Farm

Ref: **SINC Ext 97**

Map Information:



Proposed Extension to existing SINC

Solid green areas show existing nature conservation sites of **Metropolitan or Borough Grade 1 Importance**

Location	Land south of Shrewsbury Road
Grid Reference	TQ 087 743
Existing Use	Open land
Area (ha/sqm)	1.5 0.52 ha
Habitat	Secondary wood, scattered trees, neutral grassland (semi improved and herb rich), scrub, bare soil, running water, ruderal chalk grassland, chalk cliffs.
Relevant Planning History (Most recent)	None
Designations	None Archaeological Priority Zone
Policy Considerations	Policy T4: Heathrow Airport, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Summerhouse Lane

Ref: SINC Ext 10



Map Information:

Clear hatched areas show proposed extension

Solid green areas show existing Nature Conservation Sites of Metropolitan or Borough Grade I Importance

Location	Land East of Summerhouse Lane
Grid Reference	
Existing Use	Vacant land
Habitat	
Area (ha/sqm)	0.3 ha
Relevant Planning History (Most recent)	None
Designations	Green Belt, Conservation Area, listed building, Locally Listed Buildings, Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

<p>Proposed extension to existing Nature Conservation Sites of Local or Borough Grade 2 Importance</p> <p>a) Summerhouse Lane Chalkpit b) The Dairy Farm, South East Harefield</p>		<p>Ref: SINC Ext 12 9</p>
		<p>Map Information:</p> <p> Proposed Extension to existing SINC</p> <p>Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade 1 Importance</p>
<p>Site Type</p>	<p>Proposed Site of Grade 1 Nature Conservation Importance Proposed Site of Grade 2 Nature Conservation Importance</p>	
<p>Location</p>	<p>a) Land north west of existing nature conservation site Land east/south east of Harefield</p>	
<p>Grid Reference</p>	<p>TQ 077 916</p>	
<p>Existing Use</p>	<p>Open land</p>	
<p>Area (ha/sqm)</p>	<p>a) 1.06 ha 0.5 ha</p>	
<p>Habitat</p>	<p>Native broadleaved woodland, scrub, neutral grassland (semi-improved), improved/reseeded agric grassland, marsh grassland</p>	
<p>Relevant Planning History (Most recent)</p>	<p>Various agricultural consents</p>	
<p>Designations</p>	<p>a) Green Belt, Archaeological Priority Zone Green Belt, Conservation Area</p>	
<p>Policy Considerations</p>	<p>Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy HE1: Heritage, Policy EM7: Biodiversity and Geological Conservation</p>	

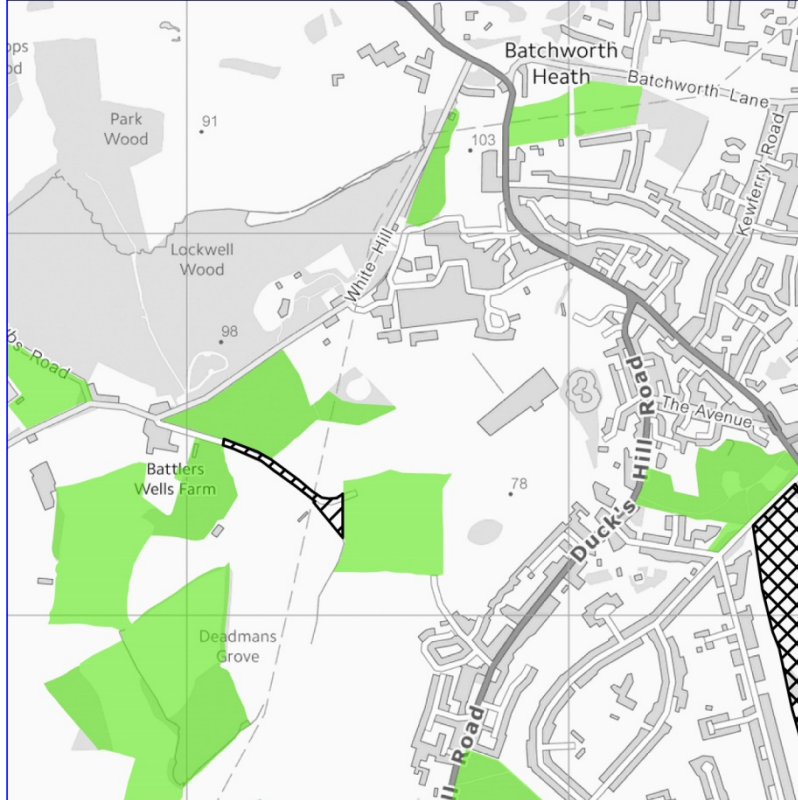
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Mount Vernon

Ref: **SINC Ext 13
10**

Map Information:



-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4


Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance

Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance

Location	Fields and hedgerows south of Mount Vernon Hospital
Grid Reference	TQ 077 916
Existing Use	Open Land
Area (ha/sqm)	0.12 hectares (12.32 hectares?) 0.94 ha
Habitat	Semi-improved neutral grassland, ruderal hedges, roughland, scattered trees. Scattered trees, scrub, native hedge, bare artificial habitat, neutral grassland (semi-improved), roughland, ditches (water filled)
Relevant Planning History (Most recent)	None
Designations	Green Belt, Countryside Conservation Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

Hill End Pond	Ref: SINC Ext 14
	<p>Map Information:</p> <p>Clear hatched areas show proposed extension</p> <p>Solid green areas show existing Nature Conservation Sites of Metropolitan or Borough Grade I Importance</p> <p>Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance</p>

Location	Hill End Road Pond
Grid Reference	TQ 050 916
Existing Use	Pond
Area (ha/sqm)	0.22 ha
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade 2 Importance

River Pinn Corridor near Eastcote

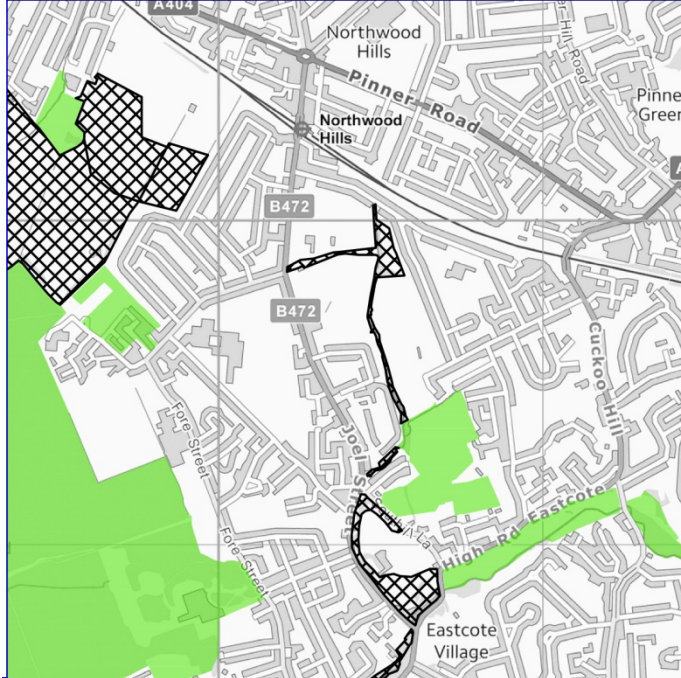
Ref: SINC Ext 15

Map Information:

Clear hatched areas show proposed extension

Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade 1 Importance

Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance



Location	Eastcote
Grid Reference	TQ 109 890
Existing Use	Park
Area (ha/sqm)	46.5-4.1 ha
Habitat	Running water, secondary woodland, scrub, scattered trees, semi-improved neutral grassland, amenity grassland, tall herbs, bare soil.
Relevant Planning History (Most recent)	Applications associated with buildings in the park
Designations	None Conservation Area
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade 2 Importance

Mad Field Covert, Railway Mead & River Pinn River

Ref: SINC Ext 16
Map Information:



Clear hatched areas show proposed extension

Solid yellow-green areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance

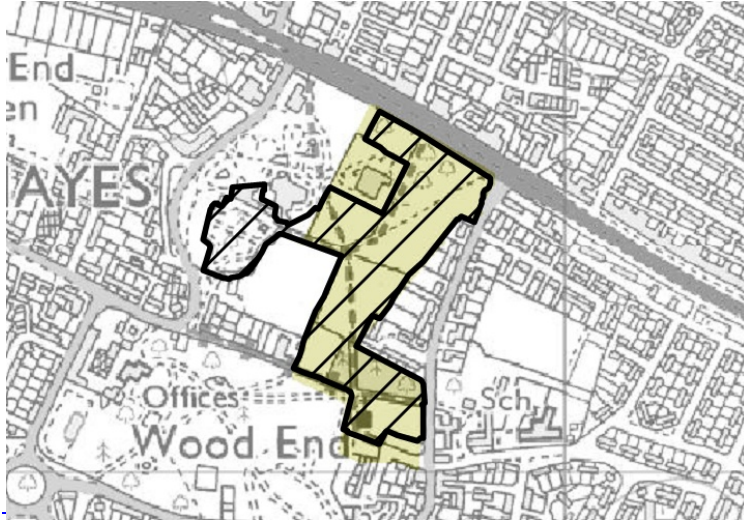
Location	Ickenham
Existing Use	River corridor
Grid Reference	TQ 073 877
Area (ha/sqm)	12.3-17.65 ha
Habitat	Secondary woodland, scattered trees, scrub, amenity grassland, running water, standing water
Relevant Planning History (Most recent)	None
Designations	Green Belt, Conservation Area, Scheduled Ancient Monument
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy HE1: Heritage, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance

St Mary's Wood End

Ref: SINC Ext 17



Map Information:

Clear hatched areas show proposed extension

Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance

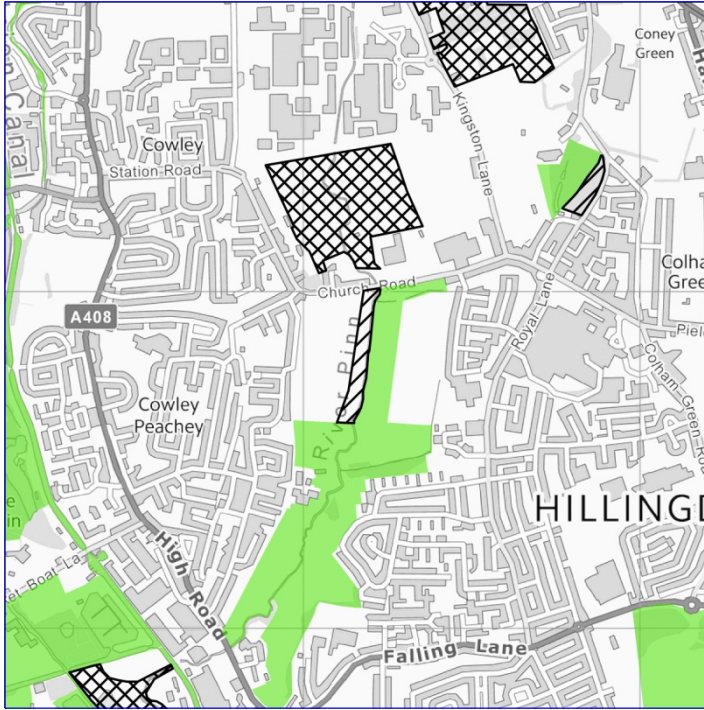
Location	Land adjacent to the Beck Theatre
Grid Reference	TQ 097 812
Existing Use	Beck Theatre
Area (ha/sqm)	1.1 ha
Habitat	Secondary woodland, scattered trees, hedge, roughland, vegetated walls, scrub, planted shrubbery, bare soil, tall herbs, semi-improved neutral grassland, amenity grassland, standing water.
Relevant Planning History (Most recent)	None
Designations	Metropolitan Open Land, Conservation Area, Archaeological Priority Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy HE1: Heritage, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Proposed extension to existing Nature Conservation Site of **Local or Borough Grade **2** Importance**

River Pinn and Manor Farm Pastures

Ref: SINC Ext 18-11



Map Information:

-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

Solid **yellow green** areas show existing nature conservation sites of **Borough Grade 2** or **Local Importance**

Location	North and south of Field Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	44.6 1.77 ha
Habitat	<p>Neutral grassland (semi-improved), secondary woodland, running water, tall herbs, native hedge, scrub, scattered trees, bare soil, ruderal</p> <p>Native broadleaved woodland, neutral grassland (semi-improved), tall herbs, running water</p>
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES



Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade 2 Importance

The Grove

Ref: SINC Ext 18 12

Map Information:



-  Proposed Extension to existing SINC
-  Proposed new SINC defined in Table 5.4

Solid yellow green areas show existing nature conservation sites of Borough Grade 2 or Local Importance

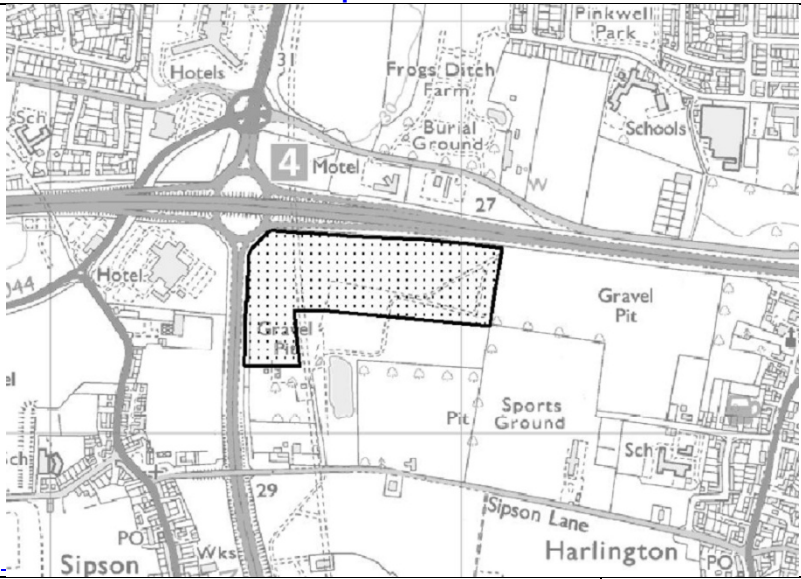
Location	North and south of Pield Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	11.6 0.78 ha
Habitat	Neutral grassland (semi-improved), secondary woodland, running water, tall herbs, native hedge, scrub, scattered trees, bare soil, ruderal Scattered trees, scrub, neutral grassland (semi-improved), tall herbs
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Table 5.4: Proposed New Sites of Importance for Nature Conservation

Site	Proposed Designation	Site Reference Number
Wall Garden Farm Sand Heaps	Proposed Site of Grade 1 Nature Conservation Importance	SINC New 1
Hitherbroom Park	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 1
Herlwyn Park Recreation Ground and Railway Banks	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 2
Fore Street Meadows	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 3
River Pinn Corridor near Kings College Playing Fields and Manor Farm	Proposed Site of Grade 1 Nature Conservation Importance	SINC New 4-3
Cavendish Recreation Ground	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 5 4
Victoria Road Rail Banks	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 6-5
Home Covert, Lowdham Field & Pole Hill Open Space	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 7
Uxbridge and Hillingdon Cemeteries	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 8 6
Stockley Park Lakes and Meadows	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 9 7
Crane Lane Gravel Workings	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 8
St Georges Meadows; Southlands Arts Centre	Proposed Site of Grade 2 Nature Conservation Importance	SINC New-11 8
Field Close Open Space Roughs	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 12 9
White Heath Farm and Harefield Grove	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 13
Haste Hill Golf Course, Northwood Golf Course and Northwood Cemetery	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 10
River Pinn Corridor near Northwood Hill	Proposed Site of Grade 1 Nature Conservation Importance	SINC New 11
River Pinn Corridor near Eastcote	Proposed Site of Grade 1 Nature Conservation Importance	SINC New 12
River Pinn Corridor at Swakeleys Park and Riverside Walk	Proposed Site of Grade 1 Nature Conservation Importance	SINC New 13
Former Field Heath Nursery	Proposed Site of Grade 2 Nature Conservation Importance	SINC New 14

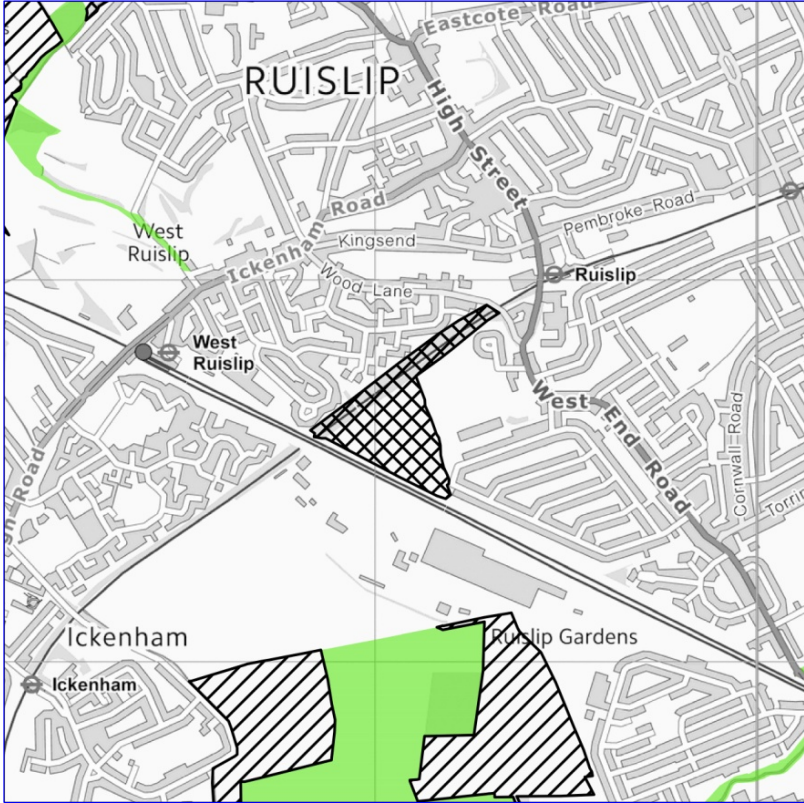
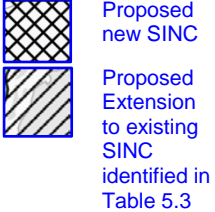
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance	
Wall Garden Farm Sand Heaps	Ref: SINC New 1
	Map Information: Clear dotted areas show proposed new SINC.
Location	Junction 4 of the M4
Grid Reference	TQ 078 783
Existing Use	Quarry
Area (ha/sqm)	1.4 ha
Habitat	Sand and gravel heaps, semi-improved neutral grassland, silt pits.
Relevant Planning History (Most recent)	Extraction of sand and gravel backfilling with inert waste and restoration to agriculture
Designations	Green Belt, Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough or Local Grade 2 Importance	
Hitherbroom Park	
Ref: SINC New 1	
Map Information:	
<p> Proposed new SINC Proposed Extension to existing SINC identified in Table 5.3 Solid green areas show existing nature conservation sites </p>	
Location	Extension of existing Site of Nature Conservation Importance
Grid Reference	TQ 077 916
Existing Use	Country Park
Area (ha/sqm)	24.9 1.16 ha
Habitat	Scattered trees, amenity grassland, running water, other gardens.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough or Local Grade 2 Importance Herlwyn Park Recreation Ground and Railway Banks		SINC New 2
		
Location	North West of Sacred Heart School	
Existing Use	Open Land	
Grid reference	TQ 090 886	
Area (ha/sqm)	0.74 7.63 ha	
Habitat	<p>Secondary woodland, scattered trees, scrub, hedge, bare soil, semi-improved neutral-grassland, amenity grassland, ruderal, tall herbs.</p> <p>Scattered trees, native hedge, amenity grassland, roughland</p>	
Relevant Planning History (Most recent)	None	
Designations	Green Belt	
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation	

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance	
Fore Street Meadows	
SINC New 3	
Map Information:	
Clear dotted areas show proposed new SINC.	
Solid green areas show existing Nature Conservation Sites of Metropolitan or Borough Grade 1 Importance	
Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance	
Location	Eastcote/Northwood
Existing Use	Open Land
Grid reference	TQ 099 894
Area (ha/sqm)	0.28 ha
Habitat	Semi improved neutral grassland, scattered trees, hedge ruderal, roughland, ditch
Relevant Planning History (Most recent)	None
Designations	Green Belt, Scheduled Ancient Monument, Archaeological Priority Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

River Pinn Corridor near Kings College Playing Fields and Manor Farm

SINC New 4 3



Map Information:





Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance


Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance

Location	Ruislip
Grid reference	TQ 096 881
Existing Use	Open Land/River Corridor
Area (ha/sqm)	40.5 11.67 ha
Habitat	Scattered trees, hedge scrub, herb rich & semi improved neutral grassland (some wet) amenity grassland, tall herbs, running water, ditches. Native broadleaved woodland, scattered trees, scrub, bare soil and rock, neutral grassland (semi-improved), improved/reseeded agric grassland, amenity grassland, roughland, standing water, standing water, emergent vegetation, path
Relevant Planning History (Most recent)	No significant applications
Designations	Green Links, Archaeological Priority Area, Conservation Area
Policy Considerations	Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy HE1: Heritage, Policy EM7: Biodiversity and Geological Conservation

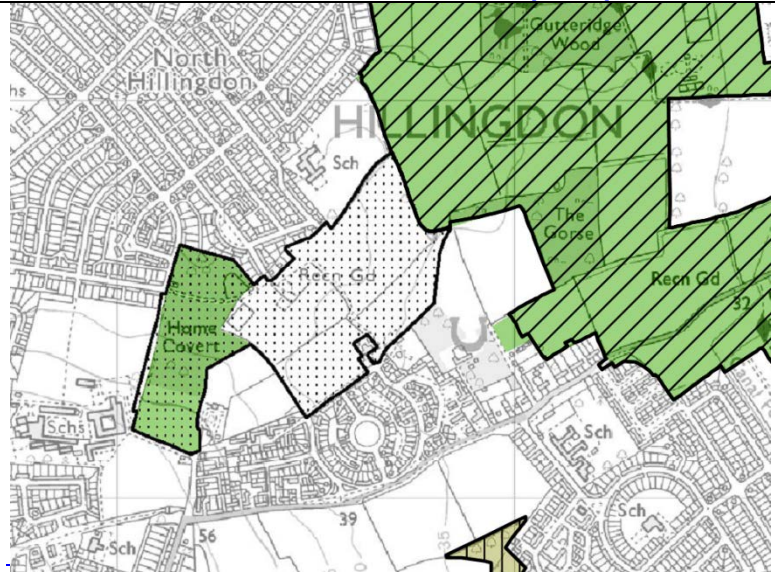
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance Cavendish Recreation Ground		SINC New 5 4
		Map Information:  Proposed new SINC Solid yellow green areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance
Location	Field End Road	
Grid reference	TQ 111 870	
Existing Use	Recreation Ground	
Area (ha/sqm)	8.3 ha – 4.1 ha	
Habitat	Scattered trees, hedge, scrub, tall herbs, semi improved neutral grassland, planted shrubbery, ruderal, amenity grassland, roughland	
Relevant Planning History (Most recent)	None	
Designations	None	
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation	




GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance	
Victoria Road Rail Banks	SINC New 65 Map Information:
	
Location	South of Stonefield Way Industrial Estate
Grid reference	TQ 121 849
Existing Use	Open land around railway tracks
Area (ha/sqm)	0.2 km sq (20 ha) 17.89 ha
Habitat	Secondary woodland, scattered trees, scrub, semi-improved grassland, ruderal, ditches. Scattered trees, roughland
Relevant Planning History (Most recent)	Application for rail track improvements
Designations	None
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation

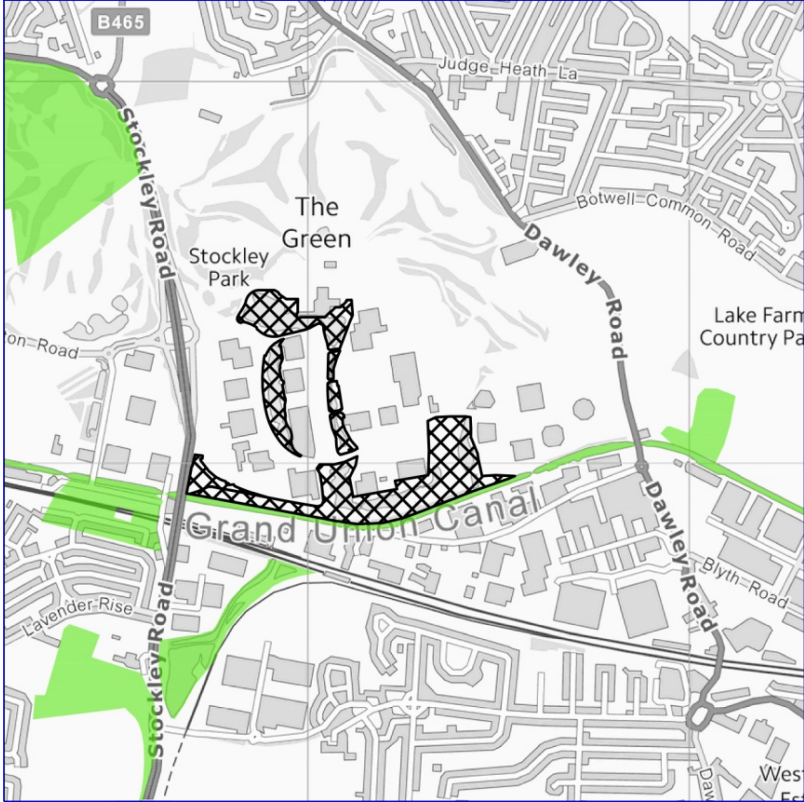


GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance Home Covert, Lowdham Field & Pole Hill Open Space		SINC New 7
		<p>Map Information:</p> <p>Clear dotted areas show proposed new SINC.</p> <p>Solid green areas show existing Nature Conservation Sites of Metropolitan or Borough Grade 1 Importance</p> <p>Solid yellow areas show existing Nature Conservation Sites of Metropolitan or Borough Grade 2 Importance</p>
Location	North Hillingdon	
Grid Reference	TQ 082 833	
Existing Use	Recreation Ground	
Area (ha/sqm)	0.18 km sq	
Habitat	Secondary woodland, native hedge, herb rich & semi improved neutral grassland, amenity grassland, scattered trees, scrub, tall herbs, ruderal, standing water, bare soil.	
Relevant Planning History (Most recent)	None	
Designations	Green Belt	
Policy Considerations	Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation	

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance Uxbridge and Hillingdon Cemeteries		SINC New 8 6
		<p>Map Information:</p> <p> Proposed new SINC</p> <p> Proposed Extension to existing SINC identified in Table 5.3</p> <p>Solid yellow green areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance</p>
Location	Hillingdon Hill, Uxbridge	
Grid Reference	TQ 065 827	
Existing Use	Cemetery	
Area (ha/sqm)	7.6 ha	
Habitat	<p>Neutral grassland, (semi improved), vegetated walks and tombstones, scattered trees, secondary woodland.</p> <p>Scattered trees, scrub, native hedge, vegetated walls, tombstones etc, amenity grassland</p>	
Relevant Planning History (Most recent)	Refurbishment of Cemetery buildings	
Designations	Green Belt, Listed Buildings	
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation	

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance Stockley Park Lakes and Meadows		SINC New 9-7 Map Information:
		<p> Proposed new SINC</p> <p> Proposed Extension to existing SINC identified in Table 5.3</p> <p>Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade 1 Importance</p> <p>Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance</p>
Location	Stockley Park lakes north of the Grand Union Canal	
Grid Reference	TQ 081 800	
Existing Use	Business Park lakes	
Area (ha/sqm)	6.4 11.59 ha	
Habitat	<p>Semi improved neutral grassland (some wet) amenity grassland, scattered trees, scrub, planted shrubbery, standing water, running water, swamp, bare ground.</p> <p>Native broadleaved woodland, scattered trees, shrub, planted shrubbery, native hedge, neutral grassland (semi-improved), amenity grassland, ruderal or ephemeral, roughland, wet marginal vegetation, standing water</p>	
Relevant Planning History (Most recent)	No significant applications	
Designations	Green Belt	
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation; Canal	

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES


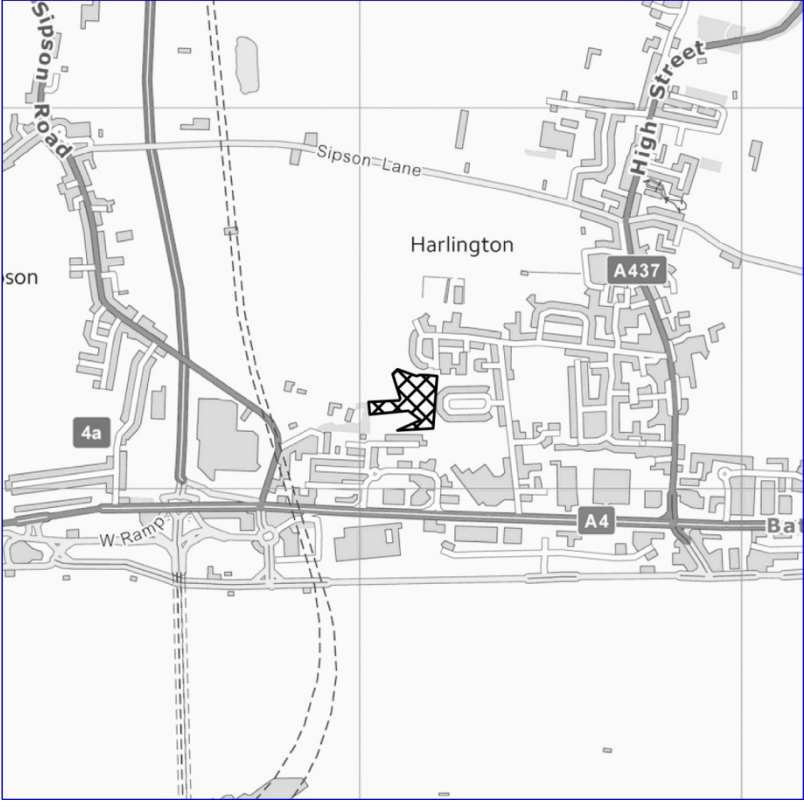
Proposed new Nature Conservation Site of Metropolitan or Borough Grade 2 or Local Importance

Crane Lane Gravel Workings		SINC New 10
		<p>Map Information:</p> <p>Clear dotted areas show proposed new SINC.</p> <p>Solid yellow areas show existing Nature Conservation Sites of Metropolitan or Borough Grade 2 Importance</p>
Location	Land to the west of Cranford Country Park	
Grid Reference	TQ 096 780	
Existing Use	Open Land	
Area (ha/sqm)	0.11 ha	
Habitat	Scattered trees, scrub, hedge, semi improved neutral grassland, bare soil, ruderal, ditch	
Relevant Planning History (Most recent)	Approval for sand and gravel backfilling in 2005	
Designations	Green Belt, Archaeological Priority Area, listed buildings, Conservation Area	
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation	

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance St Georges Meadows; Southlands Arts Centre		SINC New 44 8
		<p>Map Information:</p> <p> Proposed new SINC</p> <p> Proposed Extension to existing SINC identified in Table 5.3</p> <p>Solid green areas show existing Nature Conservation Sites of Metropolitan or Borough Grade I Importance</p>
Location	West of The Closes Recreation Ground	
Grid Reference	TQ 058 791	
Existing Use	Open Land	
Area (ha/sqm)	2.4 ha	
Habitat	<p>Neutral grassland (herb rich), tall herbs, scrub, hedge, scattered trees, standing water, swamp</p> <p>Native broadleaved woodland, scattered trees, improved/reseeded agric grassland, roughland, tall herbs, standing water</p>	
Relevant Planning History (Most recent)	Recent application for National Trust Regional Office – approved 06/09/2011	
Designations	Green Belt, listed building, Conservation Area	
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation	

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance	
Field Close Open Space Roughs	SINC New 12 9 Map Information:  Proposed new SINC
	
Location	South of Tasker Close, west of Browngraves Road
Grid Reference	TQ 081 772
Existing Use	Open Land
Area (ha/sqm)	1.5 ha
Habitat	Scrub, scattered trees, semi improved neutral grassland, amenity grassland. Native broadleaved woodland, scattered trees, scrub, neutral grassland (semi-improved), amenity grassland, roughland
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

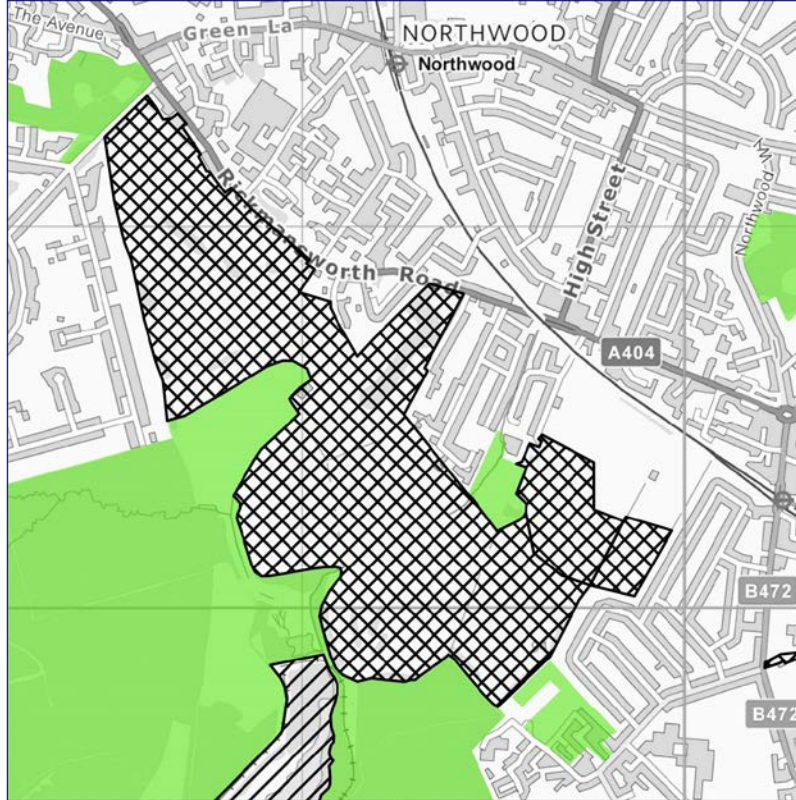
Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance White Heath Farm and Harefield Grove	
SINC New 13	
	<p>Map Information:</p> <p>Clear dotted areas show proposed new SINC.</p> <p>Solid green areas show existing Nature Conservation Sites of Metropolitan or Borough Grade 1 Importance</p> <p>Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance</p>
Location	Springwell Lane
Grid Reference	TQ 059 917
Existing Use	Open land
Area (ha/sqm)	0.26 km sq
Habitat	Native broadleaved woodland, hedgerow, grassland (semi-improved and improved) arable roughland, running water, scrub.
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Zone, listed buildings
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation



GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Borough Grade 2 or Local Importance

Haste Hill Golf Course, Northwood Golf Course and Northwood Cemetery

Ref: SINC New 10
Map Information:



-  Proposed new SINC
-  Proposed Extension to existing SINC identified in Table 5.3

Solid green areas show existing nature conservation sites

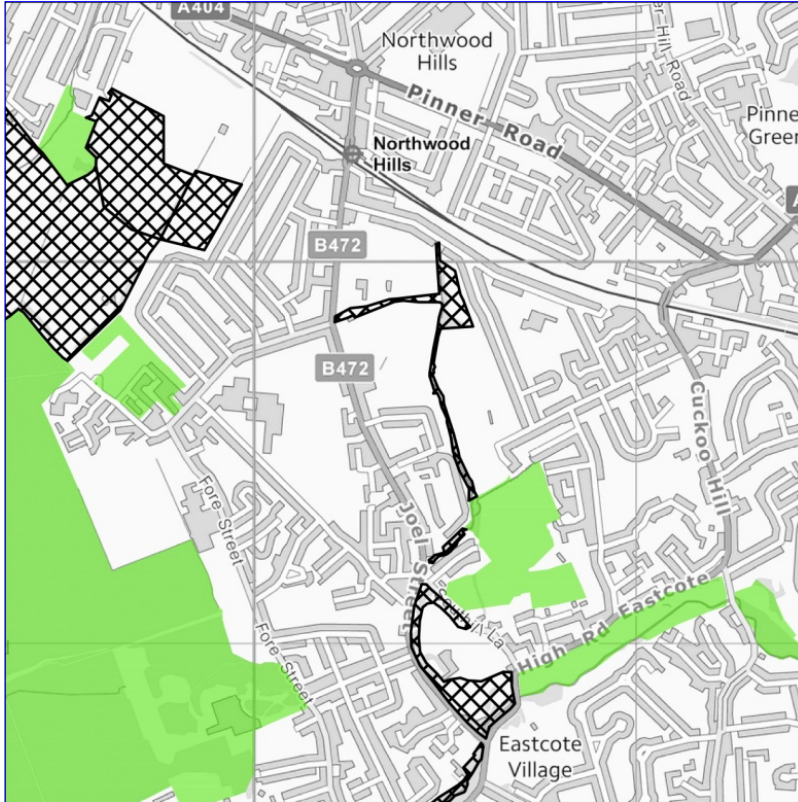
Location	The proposed extension covers the extent of both golf courses
Existing Use	Golf Courses
Grid Reference	TQ 092 902
Area (ha/sqm)	84.83 ha
Habitat	Native broadleaved woodland, scattered trees, vegetated walls, tombstones etc, neutral grassland (semi-improved), amenity grassland, roughland, ditches
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

River Pinn Corridor near Northwood Hill

Ref: SINC New 11
Map Information:



-  Proposed new SINC
-  Proposed Extension to existing SINC identified in Table 5.3

Solid green areas show existing nature conservation sites

Location	Northwood Hills
Grid Reference	TQ 109 890
Existing Use	Park
Area (ha/sqm)	46.5 4.1 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, native hedge, neutral grassland (semi-improved), amenity grassland, roughland (intimate mix of 9, 14 & 6), running water
Relevant Planning History (Most recent)	Applications associated with buildings in the park
Designations	Nene Conservation Area
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation

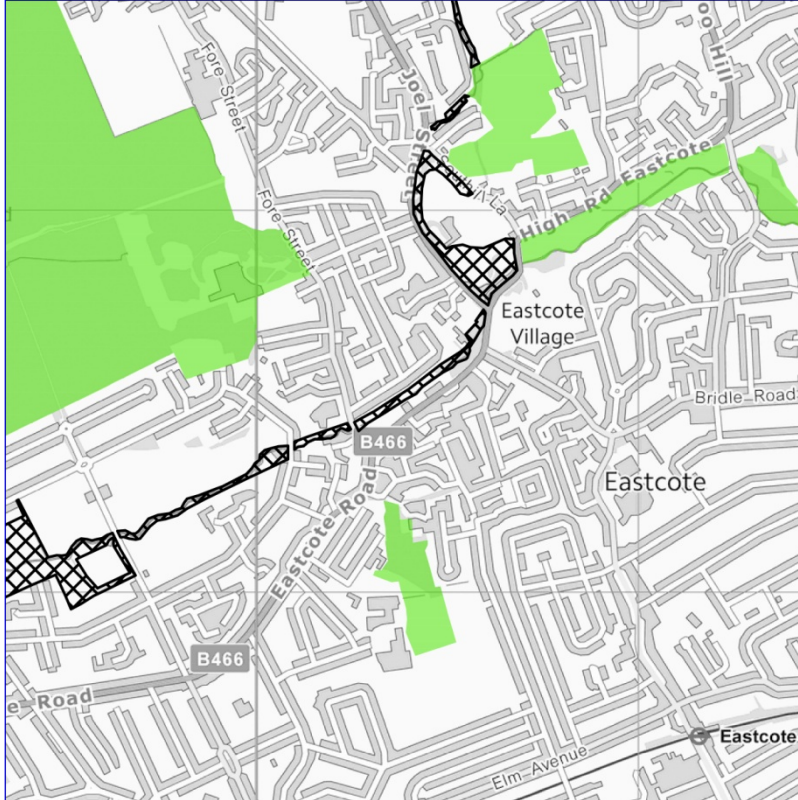
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

River Pinn Corridor near Eastcote

Ref: SINC New 12

Map Information:



Proposed new SINC

Solid green areas show existing nature conservation sites.

Location	Eastcote
Grid Reference	TQ 109 890
Existing Use	Park
Area (ha/sqm)	2.13 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, amenity grassland, ruderal or ephemeral, roughland, running water
Relevant Planning History (Most recent)	Applications associated with buildings in the park
Designations	None Conservation Area
Policy Considerations	Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

River Pinn Corridor at Swakeleys Park and Riverside Walk

Ref: SINC New 13

Map Information:



-  Proposed new SINC
-  Proposed Extension to existing SINC identified in Table 5.3

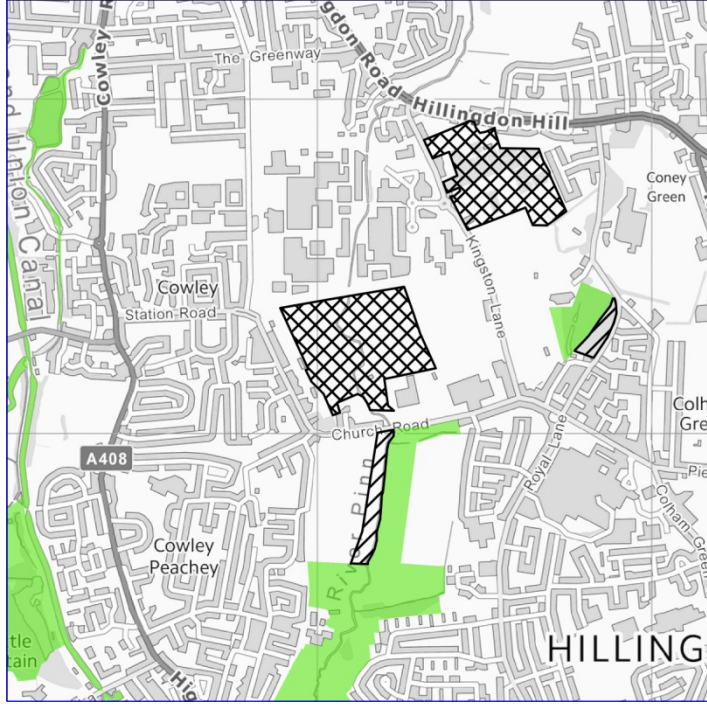
Solid green areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance

Location	Ickenham
Existing Use	River corridor
Grid Reference	TQ 073 877
Area (ha/sqm)	17.65 ha
Habitat	Native broadleaved woodland, scattered trees, scrub, bare artificial habitat, neutral grassland (semi-improved), amenity grassland, roughland, standing water, running water
Relevant Planning History (Most recent)	None
Designations	Green Belt, Conservation Area, Scheduled Ancient Monument
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy HE1: Heritage, Policy EM7: Biodiversity and Geological Conservation.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade 2 Importance

Former Field Heath Nursery **Ref: SINC New-18 14**



Map Information:

- Proposed new SINC
- Proposed Extension to existing SINC identified in Table 5.3

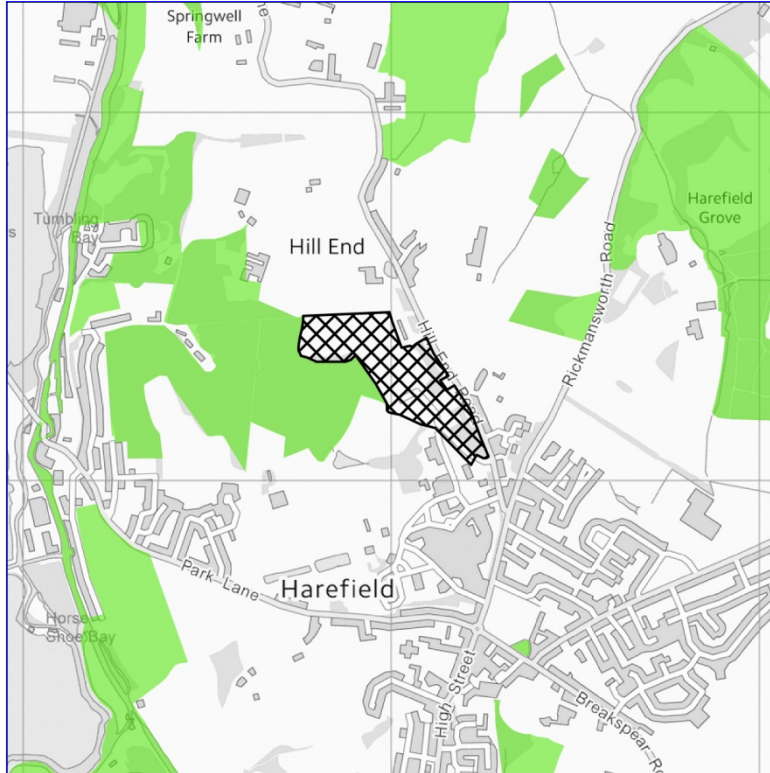
Solid **yellow green** areas show existing nature conservation sites of **Borough Grade 2 or Local Importance**

Location	North and south of Field Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	11.6 10.7 ha
Habitat	<p>Neutral grassland (semi improved), secondary woodland, running water, tall herbs, native hedge, scrub, scattered trees, bare soil, ruderal</p> <p>Native broadleaved woodland, scattered trees, bare soil and rock, neutral grassland (semi-improved), amenity grassland, roughland, standing water, sand</p>
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Proposed new Nature Conservation Site of Metropolitan or Borough Grade I Importance

Medipark Site, Harefield Ref: SINC Ext 44 8



Map Information:



Proposed new SINC

Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance

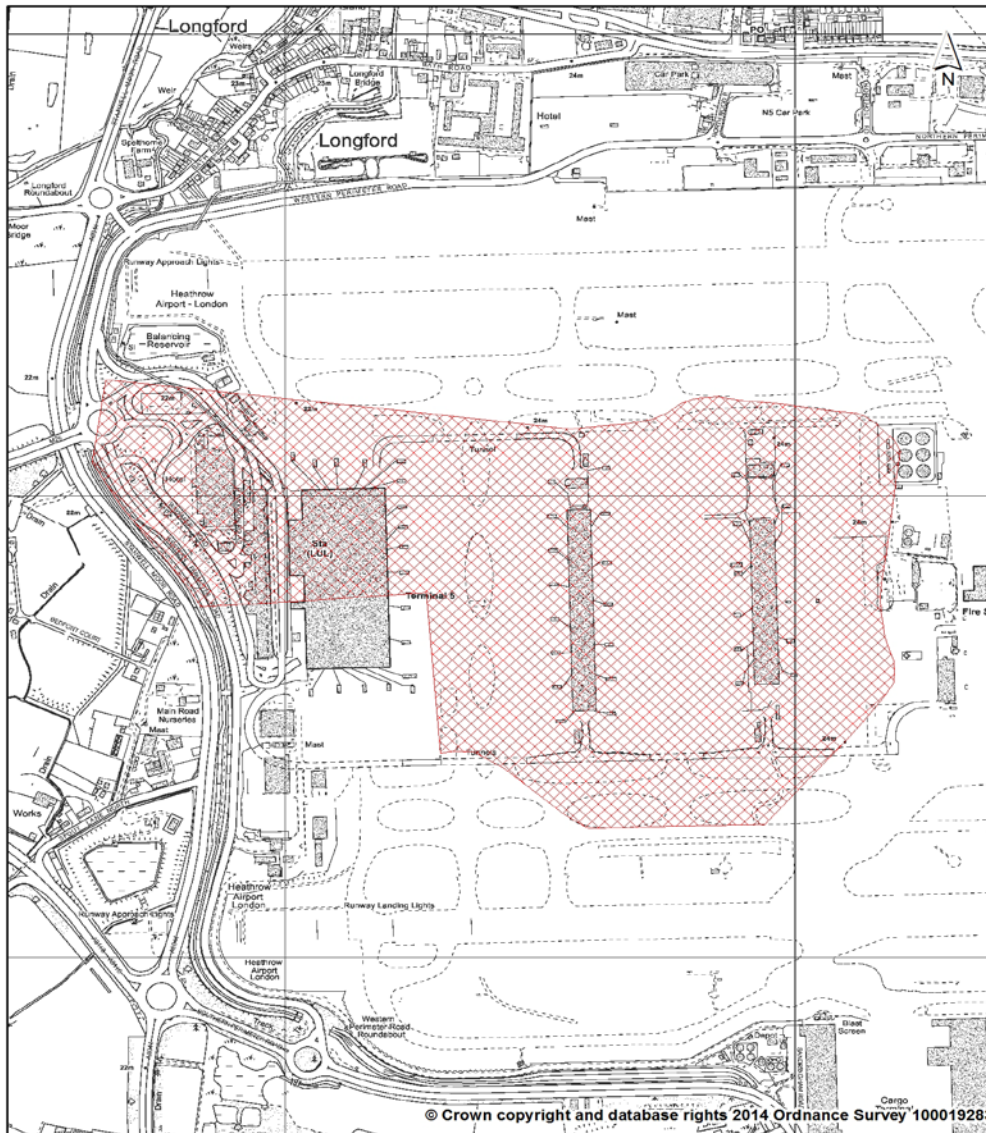
Solid yellow areas show existing Nature Conservation Sites of Borough Grade 2 or Local Importance

Location	North West of Harefield
Grid Reference	TQ 050 912
Existing Use	Open Land
Area (ha/sqm)	0.79 8.1 ha
Habitat	<p>Neutral and calcareous grassland, secondary woodland, ruderal roughland, bare artificial, native broadleaved woodland.</p> <p>Native broadleaved woodland, scrub, bare artificial habitat, neutral grassland (semi-improved), roughland, tall herbs</p>
Relevant Planning History (Most recent)	Applications for track improvements
Designations	Colne Valley Regional Park, Green Belt, Archaeological Priority Zone
Policy Considerations	Local Plan Part 1 Policy EM2: Green Belt, Metropolitan Open Land and Green Chains, Policy EM7: Biodiversity and Geological Conservation

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

SITE OF IMPORTANCE FOR NATURE CONSERVATION TO BE DELETED
Proposed deletion of a Nature Conservation site of Metropolitan or Grade 1 Importance

Former Perry Oaks Sludge Works Site, Heathrow



Green Belt; Metropolitan Open Land; Green Chains; Nature Conservation

 Proposed Deletion from Nature Conservation Sites of Metropolitan or Borough Grade 1 Importance

Recommendation:

Delete as a Nature Conservation site of Metropolitan or Grade 1 Importance.

GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

Reason for Recommendation: This is the former site of the Perry Oaks Sludge Works. With the construction of Terminal 5 it now forms part of Heathrow airport infrastructure.

KEY TRANSPORT INTERCHANGES

6. Key Transport Interchanges


6.1 The Local Plan Part 1 recognises the importance of delivering sufficient infrastructure to underpin growth over the plan period, and most importantly transport and connectivity.

6.2 The development of an efficient, integrated public transport network is a key factor in ensuring sustainable growth in Hillingdon. Opportunities to enhance public transport interchanges have been identified at five key locations in the borough, as reflected in policy T2 of the Local Plan Part 1:

'The Council will facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle.'

6.3 The following maps identify the specific boundaries for the public transport interchanges identified on the proposals map, which are to be safeguarded in accordance with policy T2 of the Local Plan Part 1.

KEY TRANSPORT INTERCHANGES

Uxbridge Town Centre	
	
Site Type	Improved Public Transport Interchange
Location	Uxbridge
Existing Use	Bus station and surrounding area
Area (ha/sqm)	1.65 ha
PTAL Rating	6a
Nature of Proposed Development	TBC
Relevant Planning History (Most recent)	TBC
Designations	UDP town centre policies, Archaeological Priority Area, listed building, conservation area
Policy Considerations	Local Plan Part 1 Policy T2: Public Transport Interchanges. UDP Policy S6, S11, LE6.London Plan Policy 4.7: Retail and Town Centre Development

6.4 Uxbridge is home to a regionally important Underground / bus interchange that cannot accommodate current or future demand without significant improvements. The bus station has inadequate capacity for the number of vehicles which currently use it. The surrounding area is in need of upgrading to improve accessibility for people with restricted mobility.

6.5 Uxbridge town centre has, despite its attractive geographic position, deficient rail connections with its neighbouring Metropolitan and out of London town centres, central London, counties to the west and even Heathrow Airport. Public transport and cycle access to its catchment area is very deficient in general and to the villages located to the west and north-west of the M25 in particular.

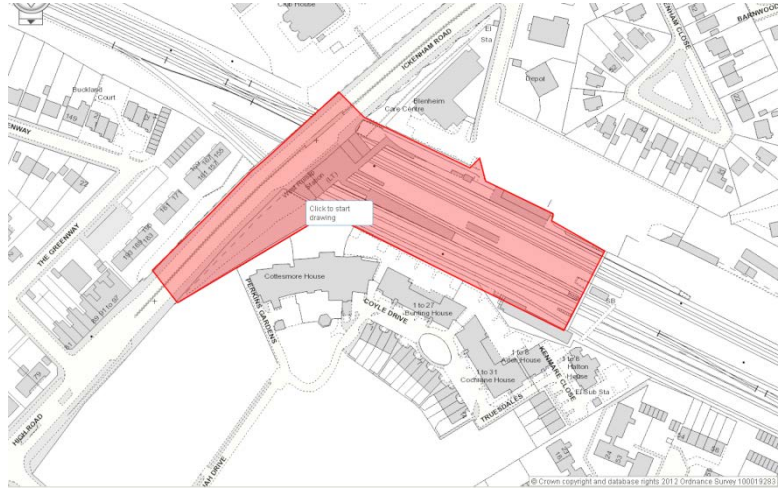
6.6 The Local Plan Part 1 identifies Uxbridge Metropolitan town centre for employment and retail growth, along with new housing at RAF Uxbridge, which will create significant new users of public transport in Uxbridge. The redevelopment of the bus/Underground station is an important infrastructure improvement which will help to exploit the town's Metropolitan status and create a gateway to Uxbridge and the borough as a whole. There is scope to improve both the frequency and travel times of Underground services

KEY TRANSPORT INTERCHANGES

between Uxbridge and London, and establish public transport links to the north and south of the borough.

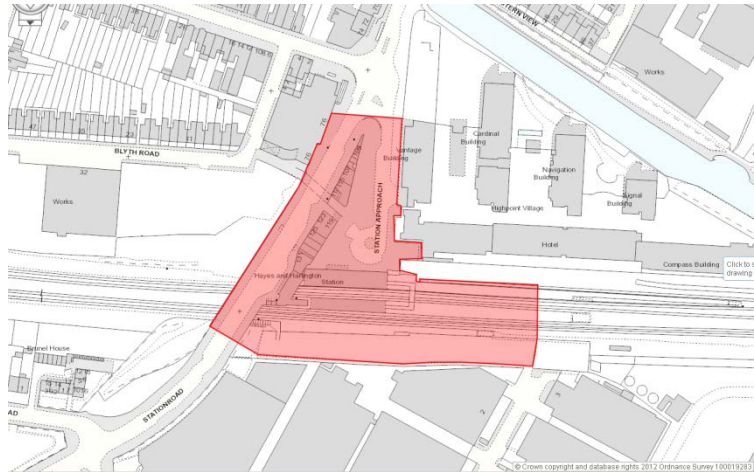
6.7 The Hillingdon Local Plan: Part 1 provides opportunities to encourage more active forms of transportation, particularly for shorter journeys. New development will be required to promote cycling and walking, and the Council will seek developer contributions where appropriate. There is limited cycle parking at Uxbridge underground station and addressing this issue could help facilitate an increase in cycling

KEY TRANSPORT INTERCHANGES

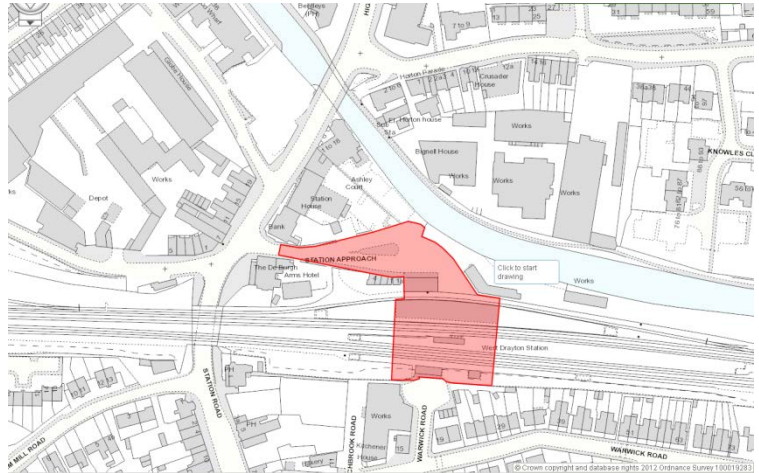
West Ruislip Station	
	
Site Type	Improved Public Transport Interchange
Location	Ickenham Road
Existing Use	Station Buildings
Area (ha/sqm)	1.2ha
PTAL Rating	2
Relevant Planning History (Most recent)	Planning Applications associated with development at the station.
Designations	None
Policy Considerations	Local Plan Part 1 Policy T2: Public Transport Interchanges

6.8 West Ruislip station offers good access to central London from the north of the Borough (via the Underground Central Line and Chiltern Railway to Marylebone). This station serves a substantial and expanding residential catchment and also acts as a railhead/park and ride facility to cyclists and car users. West Ruislip station needs to be enhanced to maximise its potential, particularly to facilitate more feeder trips by public transport, walking and cycling.

KEY TRANSPORT INTERCHANGES


Hayes and Harlington Station	
	
Site Type	Improved Public Transport Interchange
Location	Station Approach, Hayes
Existing Use	Existing Station and surrounding buildings
Area (ha/sqm)	1.3ha
PTAL Rating	4
Relevant Planning History (Most recent)	Station improvements associated with Crossrail, including platform alterations. 576 Residential Units at Hayes Goods Yard Residential Scheme
Designations	Hayes/West Drayton Corridor Major Town Centre Secondary Shopping Area
Policy Considerations	Local Plan Part 1 Policy T2: Public Transport Interchanges UDP Policy S6, LE6. London Plan Policy 4.7: Retail and Town Centre Development

KEY TRANSPORT INTERCHANGES

West Drayton Station	
 <p>The map shows the West Drayton Station area with a red shaded region labeled 'STATION APPROACH'. The station itself is located south of this area. Surrounding streets include Station Approach, Station House, Station Lane, Station Road, and Warwick Road. Other landmarks like 'The Delabough Arms Hotel' and 'Elmer House' are also visible.</p>	
Site Type	Improved Public Transport Interchange
Location	Station Approach, West Drayton
Existing Use	Railway Station
Area (ha/sqm)	0.5ha
PTAL Rating	2/3
Proposed Development	TBC
Relevant Planning History (Most recent)	None
Designations	UDP Major Town Centre layer
Policy Considerations	Local Plan Part 1 Policy T2: Public Transport Interchanges London Plan Policy 4.7: Retail and Town Centre Development.

6.9 Crossrail will provide a direct link from Maidenhead to the City, east London, Essex and Kent, travelling through the southern part of Hillingdon on the route of the existing Paddington line. Two existing stations (Hayes and West Drayton) will be upgraded as part of the Crossrail works. It is envisaged that these works will take place during the period 2015/ 2016. The improved Crossrail stations will provide the catalyst for the regeneration of Hayes and West Drayton and will bring extra travellers through these stations who will need to travel to and from their original destination by feeder mode.

KEY TRANSPORT INTERCHANGES

Heathrow Bus Interchange	
	
Site Type	Improved Public Transport Interchange
Location	Heathrow Airport
Existing Use	Heathrow Airport Public Transport Interchange
Area (ha/sqm)	0.9 ha
PTAL Rating	4
Proposed Development	TBC
Relevant Planning History (Most recent)	Applications for development associated with the interchange.
Designations	Site identified within the Heathrow Boundary in the UDP.
Policy Considerations	Local Plan Part 1 Policy T4 UDP Policies A1, A2, A4, A5 and A6

7. ~~School Sites~~ Community Infrastructure Sites

Primary School Provision

7.1 Birth rates in Hillingdon have risen for several consecutive years with record highs in 2006, 2007 and 2008. ~~Between 2006 and 2012 there was an increase of over 800 births per year.~~ Births in 2008 were exceptionally high at 4,126 children, ~~rising to 4,536 children in 2012.~~ Demographic projections indicate a prolonged period of births at or around this level.

~~7.2 Throughout the plan period, Hillingdon's approach to primary and secondary school provision will need to be proactive to meet the borough's changing demographics. The Hillingdon Local Plan: Part 1 - Strategic Policies supports proposals to address the needs arising from an increase in the school age population.~~

~~7.2 As part of the strategic education function of the local authority, Hillingdon Council has a statutory responsibility to secure sufficient early years and school places to meet the needs of children resident in the Borough. From September 2013 this includes the provision of child care places for disadvantaged two-year olds. The demand for primary school places in Hillingdon had been rising during the five years between 2008-13 and is forecast to grow, and continue into secondary school education. This is in line with national and London-wide predictions for school places. The demand for primary school places in Hillingdon had been rising during the five years between 2008-2013 and is forecast to grow, and continue into secondary school education. This is in line with national and London-wide predictions for school places.~~

~~7.3 Demand for school places from children with special educational needs has also increased. The number of children with an assessed special education need increased by 20% between 2007-2013 (approximately an extra 250 children) and the needs of children were becoming more complex, requiring higher levels of support in some cases.~~

~~7.4 The increasing demand for early years and school places in Hillingdon is attributable to a number of factors:~~

- ~~• A growing population in Hillingdon — particularly concentrated in the south/south-east of the Borough.~~
- ~~• An increase in premature baby survival rates with a commensurate increase in the number of children with severe and complex needs.~~
- ~~• Inward migration and reduced outward migration, including a growing number of children with complex needs moving into Hillingdon.~~
- **New house-building**

~~7.5 As part of the strategic education function of the local authority, Hillingdon the Council has a statutory responsibility to secure sufficient early~~

SCHOOL COMMUNITY INFRASTRUCTURE SITES

~~years and school places to meet the needs of children resident in the Borough. From Since September 2013 this includes the provision of child care places for disadvantaged two-year olds. The demand for primary school places in Hillingdon had been rising during the five years between 2008-13 and is forecast to grow, and continue into secondary school education. This is in line with national and London-wide predictions for school places.~~

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- ~~• Inward migration and reduced outward migration, including a growing number of children with complex needs moving into Hillingdon~~
- **New house-building**

7.3 In order to address the needs identified in the Local Plan Part 1, the Council and partners have successfully delivered additional early years places and school places in primary schools through its **School Capital Programme** to keep pace with rising demand over the five years from 2008. Phase 1 involved the expansion of 8 primary schools and has been successfully completed.

7.4 Phase 2 of the Primary School Expansion Programme involves the permanent expansion of 18 schools and the addition of a bulge year to a further school. By April 2015 expansion works have been completed at 16 schools. The remaining 3 schools are scheduled to be completed during 2015:

Belmore	Grange Park Junior
Bourne	Harlyn
Brookside	Harefield Infant
Charville	Harefield Junior
Cherry Lane	Heathrow
Colham Manor	Hermitage
Cranford Park	Highfield
Field End Infant	Hillingdon
Field End Junior	Pinkwell
Glebe	Rabbsfarm
Grange Park Infant	Rosedale

SCHOOL COMMUNITY INFRASTRUCTURE SITES

Ruislip Gardens
Ryefield

Whitehall Junior
William Byrd
Wood End Park

West Drayton
Whitehall Infant

Table 7.1 Summary of Phase 2 (school expansions)

1. Harefield Infants	11. West Drayton Primary
2. Harefield Junior	12. Pinkwell Primary
3. Field End Infants	13. Rosedale Primary
4. Field End Junior	14. Wood End Primary
5. Bourne Primary (Bulge Year)	15. Harlyn Primary
6. Highfield Primary	16. Hillingdon Primary
7. Ryefield Primary	17. Glebe Primary (to be completed in 2015)
8. Heathrow Primary	18. Cherry Lane Primary (to be completed in 2015)
9. Rabbsfarm Primary	19. Hermitage Primary (to be completed in 2015)
10. Ruislip Gardens	

7.5 Phase 3 involves the construction of 3 new primary schools and is well underway. Both Lake Farm School and St. Andrews Park School completed construction in 2014, whilst St Martin's CoE Primary School is anticipated to be completed in 2015.

7.6 Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme. However, the latest forecast for school places indicates a residual need for up to three additional Forms of Entry (FE)⁴ in primary schools in the north of the Borough over the next 2-3 years. This additional demand is largely a result of pupils from outside the Borough travelling to primary schools in Hillingdon.

7.7 Discussions have been progressed with schools regarding further expansion to meet residual need in Phase 4 of the School Capital Programme. Final recommendations on bulge classes from September 2015 will be informed by the outcome of the primary allocations process.

~~7.12 Throughout the plan period Hillingdon's primary and secondary school provision will need to be proactive to meet the borough's changing~~

⁴ A form of entry is a group of 30 pupils. Expanding a school by 1 form of entry will add accommodation sufficient for 30 additional pupils to every year group.

SCHOOL COMMUNITY INFRASTRUCTURE SITES

~~demographics. The Hillingdon Local Plan: Part 1 – Strategic Policies supports proposals to address the needs arising from an increase in the school age~~

~~population. Demand for additional school places is likely to continue to be concentrated in the south of the Borough.~~

~~7.13 Over the initial plan period the priority need is to ensure a sufficient supply of early years and primary school places and local provision of school places for children with special education needs. Work is already underway to expand existing primary schools to increase primary school capacity by September 2014 during the academic year 2014/2015. In addition, two new primary schools at St Andrew's Park, Uxbridge and Lake Farm, Hayes have completed construction to be opened in time for the start of term in September 2014.~~

~~7.14 The demand for primary school places is rising and options will continue to be explored to meet this need as required through school expansion where existing school sites allow or additional places through the provision of a new school. A need for additional secondary school places is predicted from 2016/17 onwards and options are being considered to expand existing school sites and / or build a new secondary school in the south of the Borough to keep pace with the rising demand for school places.~~

Secondary School Provision

~~7.8 The need for secondary school places is more difficult to assess than primary provision because pupils tend to travel further and have access to a wider range of educational options. Such an assessment needs to take account of resident secondary age pupils who will remain in the borough, those who will attend school in a different local authority area and pupils from other local authority areas who will attend school in Hillingdon.~~

~~7.9 The updated forecast shows a longer-term sustained pressure for additional secondary school places, rising to 27 additional forms of entry over the next 8 years, with pressure for places commencing from 2016/17 onwards. In particular, the forecast need for additional secondary school places is higher in the north / central parts of the borough, where there tends to be higher numbers of pupils living outside the borough travelling to a Hillingdon school.~~

~~7.10 An initial appraisal of secondary school sites across the borough to consider the potential for expansion has been completed. In addition, expansion projects are already underway at Abbotsfield, Swakeleys and Northwood Secondary Schools. The Council is of the view that the need for secondary places over the next 4 years can be met from the expansion of existing schools.~~

~~7.11 For the period beyond that, a new secondary school site is likely to be required in order to meet identified need. Work is currently underway to~~

SCHOOL COMMUNITY INFRASTRUCTURE SITES

identify a suitable site or alternative additional capacity for the expansion of existing schools.

SCHOOL COMMUNITY INFRASTRUCTURE SITES

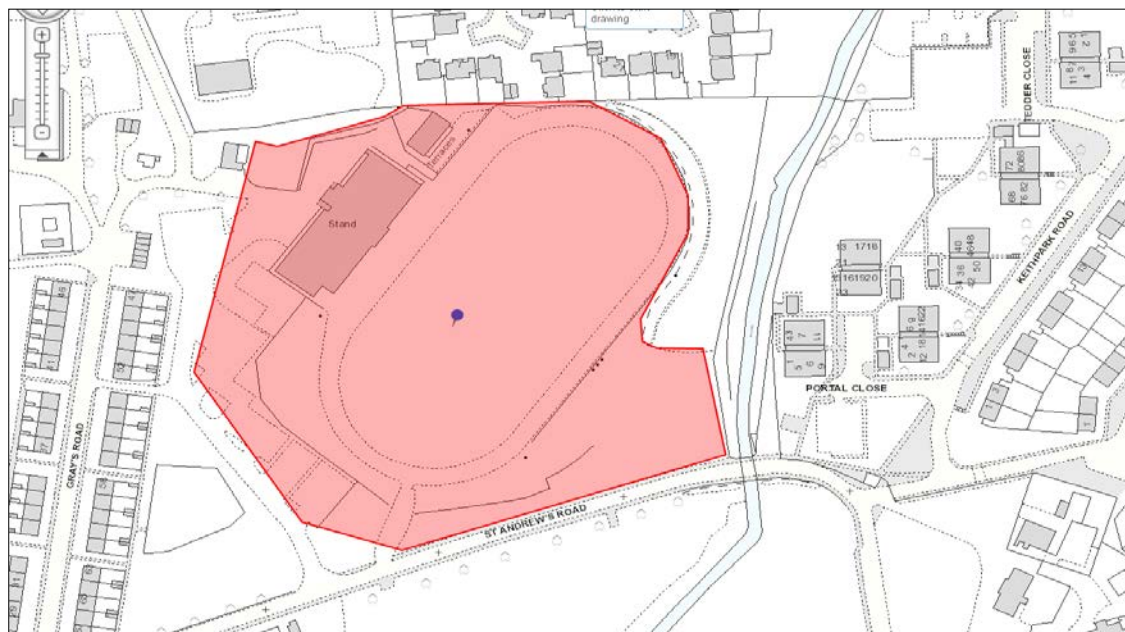
PROPOSED SCHOOL SITE

1) St Andrews Park, Uxbridge

Reserved matters consent was granted for the erection of a new 3 form entry Primary School, inclusive of nursery, as part of the redevelopment of the former RAF Uxbridge Site in February 2013. Construction of the school was completed in 2014. The school will be located on a 2.82 hectare plot of land to the north of St Andrews Road designated as Green Chain land.

The scheme consists of involved the demolition of the existing sports centre and the development of a two storey primary school within the existing contours of the land.

Two car parking areas providing 93 parking spaces will have been provided within the grounds of the site for use by staff, visitors and parents. The site also includes an area of hard standing which will provides KS1 & KS2 play areas, playing fields containing 2 x football pitches, a Multi-Use Games Area (MUGA), a habitat creation area and an open woodland area.



Site Information: St Andrews Road, north of RAF Uxbridge

Site Name	St Andrews Road, north of RAF Uxbridge
Ward	Uxbridge North
Evidence base source	GLA SHLAA, Phase 3
Area (ha/sqm)	2.7 ha
PTAL Rating	2
Existing Use	Athletics facility
Relevant Planning History (Most recent)	585/APP/2012/2903: Reserved Matters (appearance, landscaping, layout & scale) in

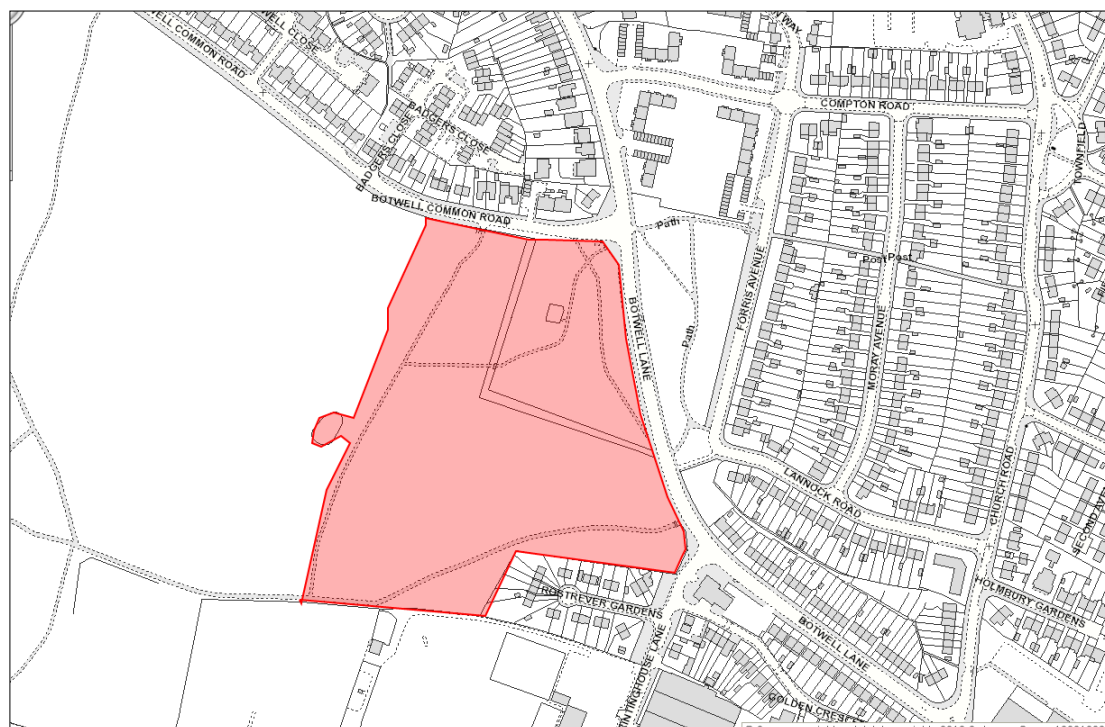
SCHOOL COMMUNITY INFRASTRUCTURE SITES

	compliance with Conditions 2 & 3 for Phase 1 third application (Primary School) of planning permission reference 585/APP/2009/2752 dated 18th January 2012 for the redevelopment of the former RAF Uxbridge Site.
Infrastructure Considerations	School travel plan
Indicative phasing	2011-2016
Ownership if known	VSM
Other information	None

2) Lake Farm, Hayes

In May 2013 the Council granted full planning permission for the erection of a three form of entry primary school, on land at Lake Farm Country Park in Hayes. Construction of the school building was completed in 2014. Once completed, The school will be is capable of accommodating up to 630 students, includes plus a nursery for 45 children per session in two sessions and, a SEN/SRP (Special Education Needs) unit for approximately 12 pupils with Autism Spectrum Disorder.

The buildings have an approved floorspace of approximately 3,300m² and will comprising a the nursery, 21 classrooms, and associated school facilities. Externally, playgrounds and playing fields will be have been provided, in addition to staff car parking, a new vehicular access off Botwell Common Road, a designated drop-off/pick-up area, which could also be used as a car park outside peak times for users of the Country Park, and ancillary development.



SCHOOL COMMUNITY INFRASTRUCTURE SITES

Site Information: Eastern end of Lake Farm Country Park between Botwell Lane and Botwell Common Road, Hayes

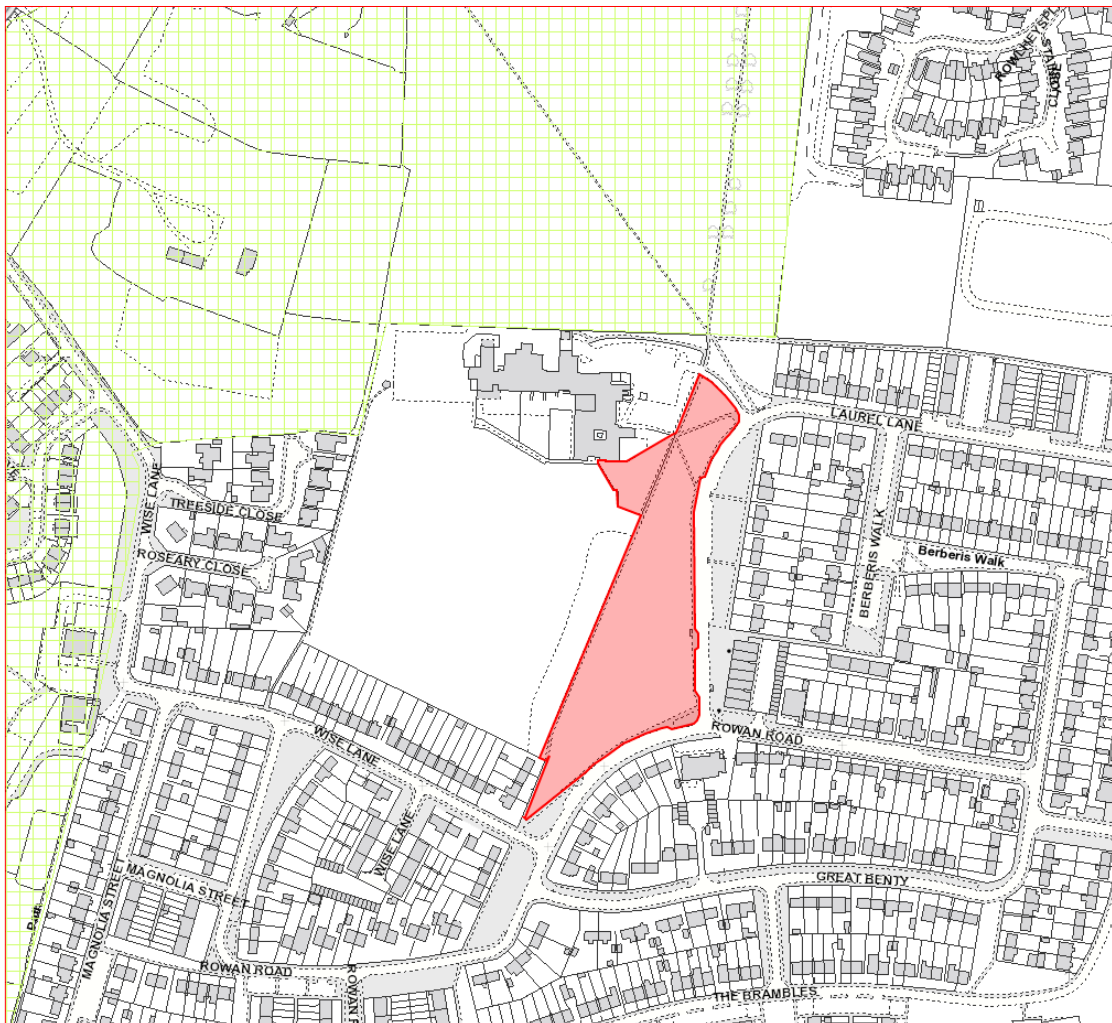
Site name	Lake Farm
Ward	Botwell
Area (ha/sqm)	10 ha
PTAL Rating	2
Existing Use	Country Park
Relevant Planning History (Most recent)	Ref 68911/APP/2012/2983: New 3 Form of Entry primary school (630 students) plus a nursery (45 students) and a Special Resource Provision Unit for approximately 12 pupils, associated car parking, hard and soft play areas, sports pitches, pedestrian and vehicular access routes and landscaping.
Infrastructure Considerations	Highways and parking improvements associated with the proposal. School travel plan
Indicative phasing	2011-2016
Ownership if known	London Borough of Hillingdon
Other information	None

SCHOOL COMMUNITY INFRASTRUCTURE SITES

1) Laurel Lane, West Drayton

In August 2014 the Council granted full planning permission for the erection of a five form of entry primary school, on land adjacent to Laurel Lane School in West Drayton. Construction is underway and once completed, the school will be capable of accommodating up to 600 students.

The building has an approved floorspace of approximately 3,730m² and will comprise 12 classrooms, and associated school facilities. Externally, playgrounds and a multi-use games area will be provided, in addition to car parking, new vehicular access routes off Rowan Road and Laurel Lane, a designated drop-off/pick-up area and ancillary development.



SCHOOL COMMUNITY INFRASTRUCTURE SITES

Site Information: Open land to east of existing school site

Site name	Laurel Lane
Ward	West Drayton
Area (ha/sqm)	1.0 hectare
PTAL Rating	1b
Existing Use	Open space
Relevant Planning History (Most recent)	70019/APP/2014/1807: New 2 storey junior school (5 Forms of Entry) including new vehicular and pedestrian accesses, alterations to an existing footpath, creation of pick up/drop off area, associated car parking, landscaping, playground, provision of a multi-use games area and ancillary development. Approval on 06/08/2014.
Infrastructure Considerations	To be negotiated as part of any planning application Highways and parking improvements associated with the proposal; Travel plan.
Indicative phasing	2016-2021
Ownership if known	London Borough of Hillingdon
Other information	None

Health Care Provision

7.12 By 2021 the overall population in Hillingdon is expected to grow by 16% to 320,000. A rising population, growing health inequalities, financial pressures as well as incremental and planned development are all expected to place significant pressure on Hillingdon's healthcare infrastructure over the plan period and beyond. The cumulative impact of these factors is likely to result in increased demand for out of hospital care.

7.13 NHS Hillingdon Clinical Commissioning Group (CCG) has over the past year developed a Strategic Service Delivery Plan (SSDP) for the borough of Hillingdon as part of the North West London transformational programme 'Shaping a Healthier Future'.

7.14 In order to deliver high quality care closer to home, the NHS Hillingdon Clinical Commissioning Group has outlined proposals for three Hub areas in Hillingdon. These are:

- Hesa Health Centre, Hayes and Harlington: These premises have recently been extended and refurbished to create accommodation for out of Hospital service delivery.
- Uxbridge and West Drayton: No site has been identified.
- North Hillingdon: Mount Vernon Hospital has been suggested for expansion; however this may not be suitable due to poor accessibility.

7.15 The Council will work in partnership with the local Clinical Commissioning Group, NHS England and NHS providers to establish an effective approach to the provision of new and expanded healthcare facilities across the Borough, over the plan period through:

- Improving the utilisation and expansion of the existing healthcare facilities; and
- Effectively targeting strategic investment in new facilities.

Other Types of Community Infrastructure

7.16 In addition to education and health facilities, a range of other types of community infrastructure, such as cultural, play, recreation and sports facilities, faith and other local facilities, are needed to support residential development and contribute to quality of life. The Council is working with partners to provide these facilities through suitable planning obligations and the Community Infrastructure Levy as part of the development management process. The strategic need for these types of community facilities in the borough will be reviewed as part of the review of the Local Plan Part 1.

MINERALS SAFEGUARDING

8. Introduction Minerals Safeguarding Areas and the Aggregate Recycling and Processing Location

8.1 A key objective of the Local Plan Part 1: Strategic Policies is to safeguard and promote areas of geological importance and make a proportionate contribution to West London's target to extract 0.5 million tonnes of minerals.

8.2 It is clear that Hillingdon could not make a significant contribution to meeting future aggregates demand without using sites in the Green Belt.

8.3 The NPPF states that mineral extraction need not be inappropriate in the Green Belt provided that the openness of the Green Belt is preserved and that it does not conflict with the purposes of including land in Green Belt. Judgements about the acceptability of extraction in the vicinity of houses have to be taken on a case-by-case basis, based on taking account of the likely specific impacts of individual schemes.

8.4 The Minerals Technical Background Report (2008) concludes there are three sites able to provide the defined aggregates requirement for the borough over the Plan period. The following sites will be safeguarded for these purposes:

- Land west of the present Harmondsworth Quarry;
- Land north of the village of Harmondsworth; and
- Land at Sipson Lane, east of the M4 spur.

8.5 In addition, the following site is identified for aggregate recycling and processing.

- Bulls Bridge Aggregate Recycling and Processing Location

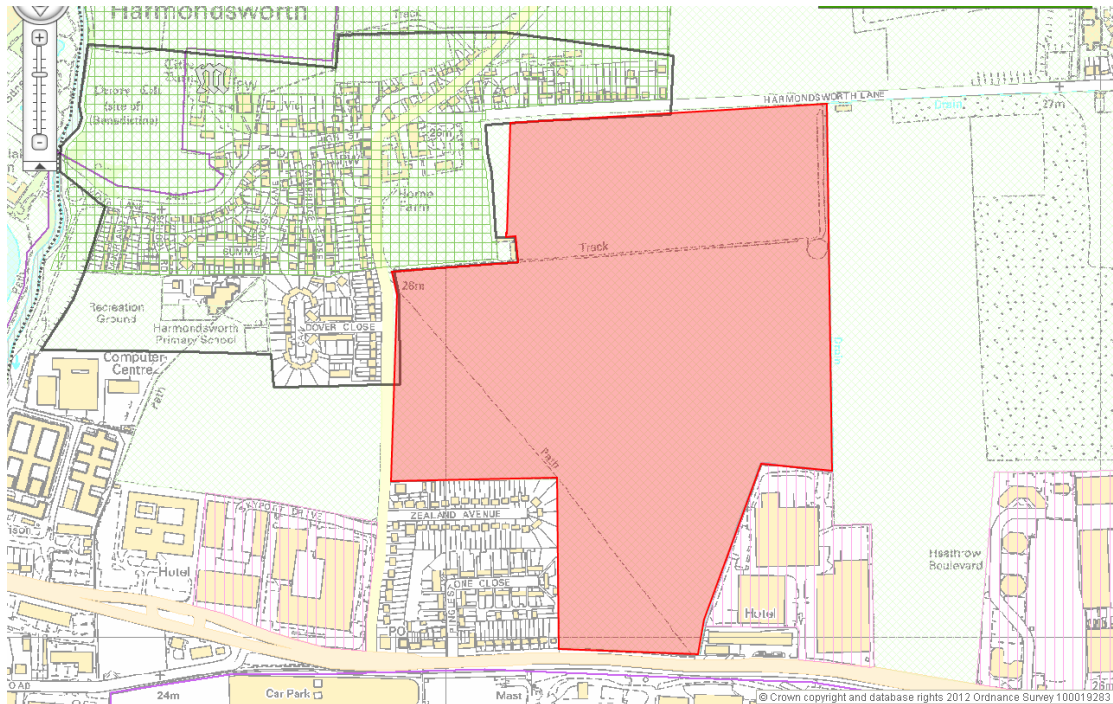
8.6 Any proposals affecting Minerals Safeguarding Areas and the Bulls Bridge Aggregate Recycling and Processing Location should take account of the relevant development management policies.

Relevant Development Management Policy

- MIN 1 Safeguarded Areas for Minerals
- MIN 4 Re-use and Recycling of Aggregates

MINERALS SAFEGUARDING

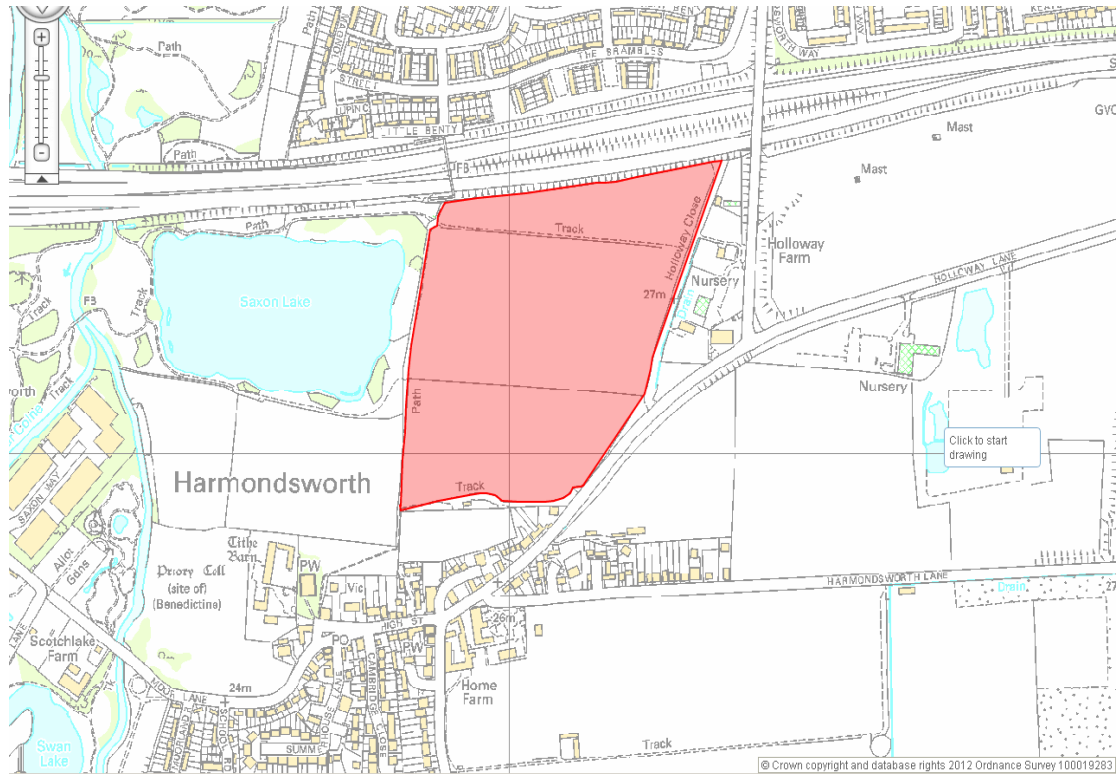
Land to the west of Harmondsworth Quarry



Site name	Land to the west of Harmondsworth Quarry
Site Type	Mineral Safeguarding Area
Location	South of Harmondsworth Lane
Existing Use	Greenfield site
Area (ha/sqm)	40 ha
PTAL Ratings	1a/1b
Proposed Development	Mineral Extraction
Infrastructure Considerations	To be determined with planning application
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Strategic Policies – Policies EM2 and EM9
Indicative phasing	2021-2026

MINERALS SAFEGUARDING

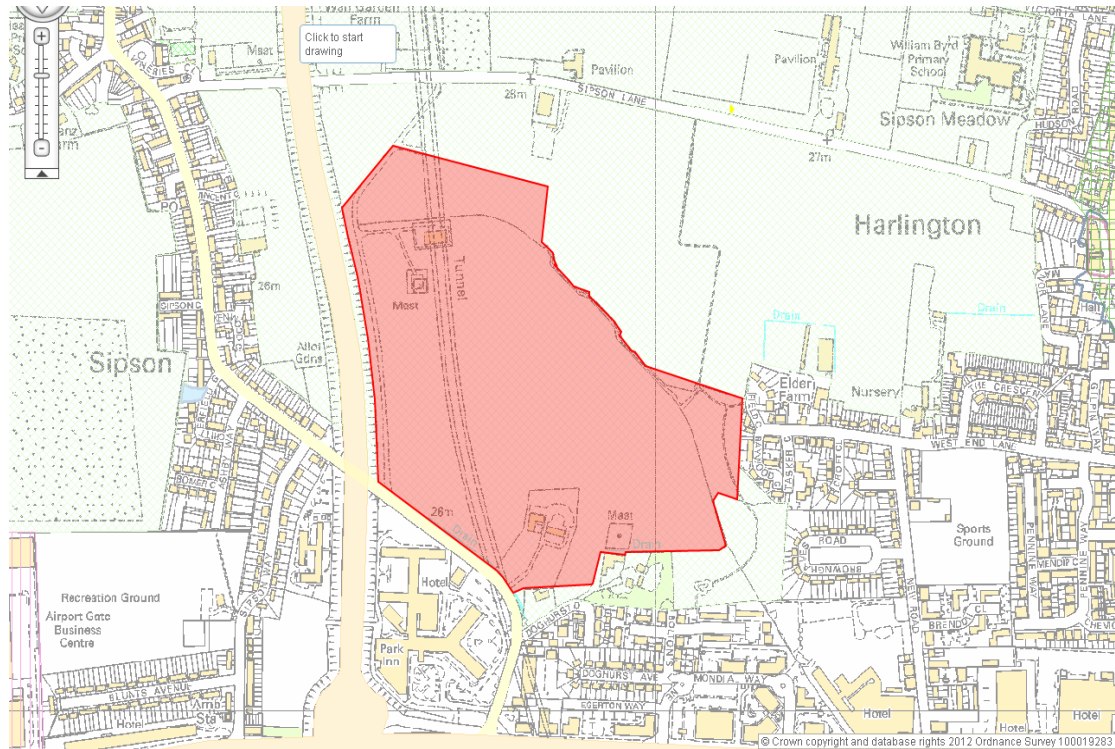
Land North of Harmondsworth



Site name	Land North of Harmondsworth
Site Type	Mineral Safeguarding Area
Location	West of Holloway Close South of the M4
Existing Use	Greenfield site
Area (ha/sqm)	16 ha
PTAL Ratings	1 a
Proposed Development	Mineral Extraction
Infrastructure Considerations	To be determined with planning application
Relevant Planning History (Most recent)	None
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Strategic Policies – Policies HE1, EM2 and EM9
Indicative phasing	2021-2026

MINERALS SAFEGUARDING

Land at Sipson Lane, East of the M4 Spur



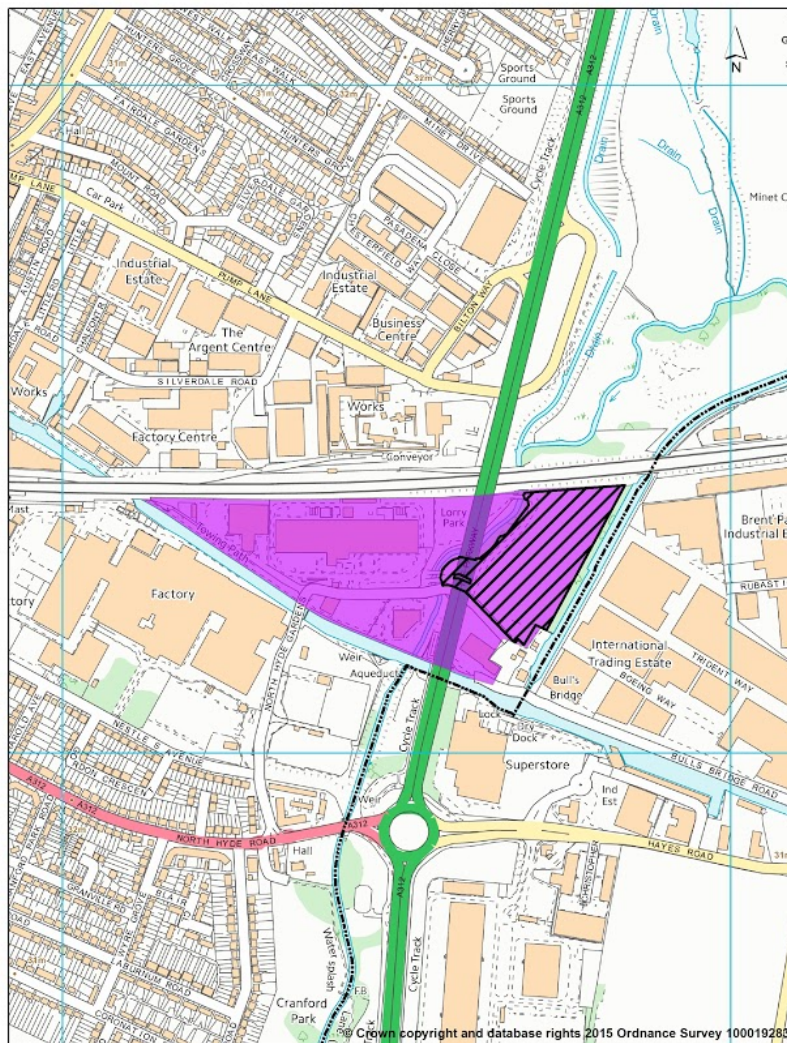
Site name	Land at Sipson Lane, East of the M4 Spur
Site Type	Mineral Safeguarding Area
Location	South of Sipson Lane, East of the M4 Spur
Existing Use	Industrial
Area (ha/sqm)	24 ha
PTAL Ratings	PTAL Score 1a/1b/3
Proposed Development	Mineral Extraction
Infrastructure Considerations	To be determined with planning application
Relevant Planning History (Most recent)	Ref: 45408/APP/2009/340: Extraction of sand and gravel as an extension to existing quarry at Wall Garden Farm backfilling with inert waste and restoration to agricultural land.
Designations	Green Belt, Archaeological Priority Area
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Strategic Policies – Policies HE1, EM2 and EM9
Indicative phasing	2016-2021

MINERALS SAFEGUARDING

Bulls Bridge Aggregates Recycling and Processing Location


The eastern part of the Bulls Bridge site which forms part of the Hayes Industrial Area has received planning permission for the provision of an aggregate recycling and processing plant. The planned facility is anticipated to come forward during the plan period and likely to make a significant contribution to the production of recycled and secondary aggregates. The Council will support development of the site in accordance with the existing permission.

The Bulls Bridge Aggregates Recycling and Processing Location is identified in response to the requirement set out in the Local Plan Part 1. Elsewhere in this Plan, the site is proposed to be designated as a Strategic Industrial Location. These are two mutually supportive designations. All existing aggregates recycling facilities in the Borough are identified in the West London Waste Plan 2015.



Rebalancing Employment Land

Bulls Bridge, North Hyde Gardens, Hayes

 Aggregate Processing and Recycling Location

MINERALS SAFEGUARDING

Site name	Bulls Bridge Aggregate Recycling and Processing Location
Site Type	Bulls Bridge Industrial Business Area
Location	East of Parkway
Existing Use	Industrial
Area (ha/sqm)	4.1 ha
PTAL Ratings	PTAL Score 1a/1b
Proposed Development	Aggregate Recycling and Processing
Infrastructure Considerations	As per extant consent
Relevant Planning History (Most recent)	Ref 13226/APP/2012/2185: Redevelopment of the site to provide an aggregate recycling and processing plant, asphalt plant and storage facility, gully waste recycling plant, aggregate storage facility, and term maintenance depot, with ancillary offices, structures and facilities, car and lorry parking, regrading, and landscaping. Approval on 23.08.2013.
Designations	IBA, Air Quality Management Area, adjacent to Bulls Bridge Conservation Area
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Strategic Policies – Policies HE1, EM2 and EM9
Indicative phasing	2016-2021

Railhead Safeguarding Areas

8.7 The National Planning Policy Framework requires that existing, planned or potential rail heads with capacity for aggregate distribution are safeguarded from inappropriate development. In addition to railheads, existing, planned and potential sites for concrete batching must also be safeguarded.

8.8 There are 4 operational railheads in the Borough, which provide a steady and substantial contribution towards construction aggregates used in London and the South East.

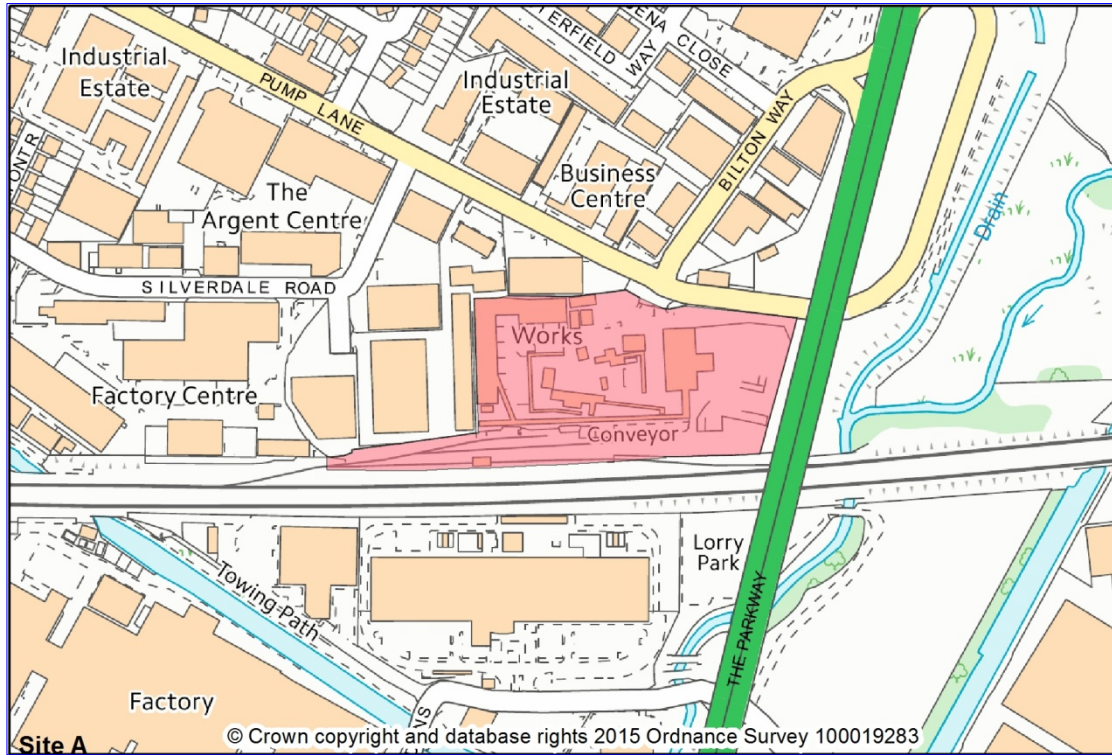
8.9 The following sites will be safeguarded:

1. Pump Lane, Hayes⁵
2. Victoria Road, South Ruislip
3. Tavistock Road, West Drayton
4. London Underground, West Ruislip

⁵ Includes site for ready mixed concrete batching

MINERALS SAFEGUARDING

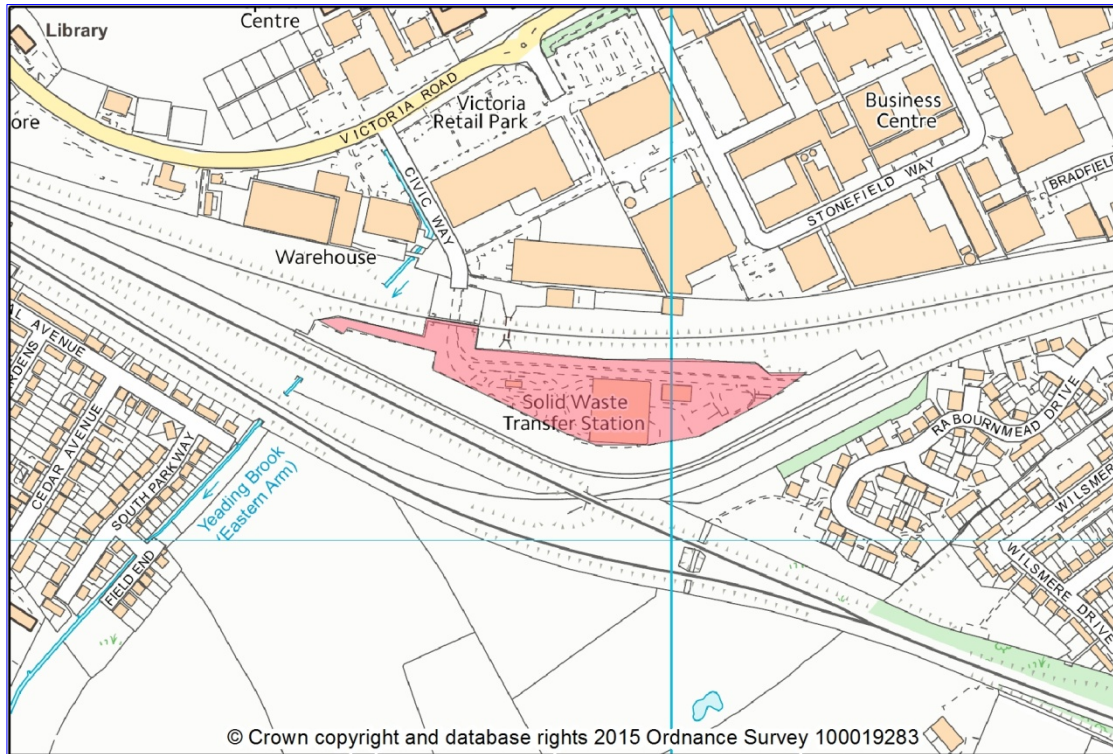
Pump Lane, Hayes



Site name	Pump Lane, Hayes
Site Type	Railhead Safeguarding Area, including ready mixed concrete batching plant
Location	Hayes Industrial Area
Current UDP Designation	Industrial Business Area; in proximity to Green Belt and Nature Conservation Site
Area (ha/sqm)	3.02 ha
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Strategic Policies – Policies EM2 and EM9

MINERALS SAFEGUARDING

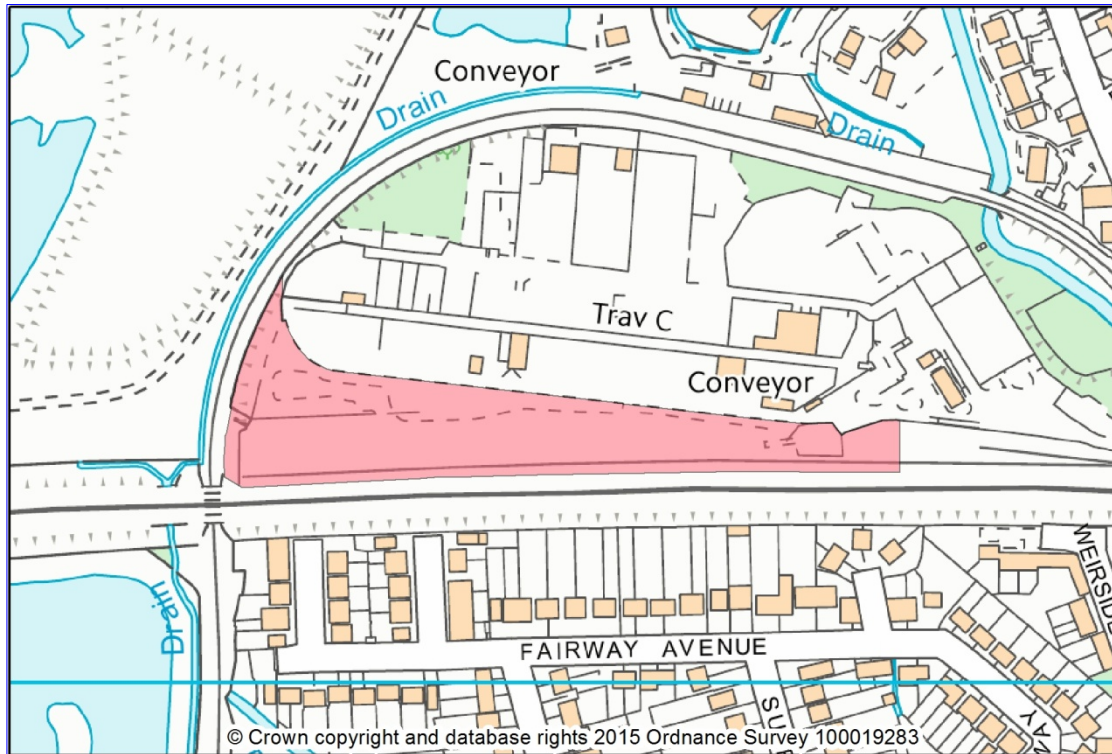
Victoria Road, South Ruislip



Site name	Victoria Road, South Ruislip
Site Type	Railhead Safeguarding Area
Location	South Ruislip Solid Waste Transfer Station
Current UDP Designation	None
Area (ha/sqm)	2.5 ha
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Strategic Policies – Policies EM2 and EM9

MINERALS SAFEGUARDING

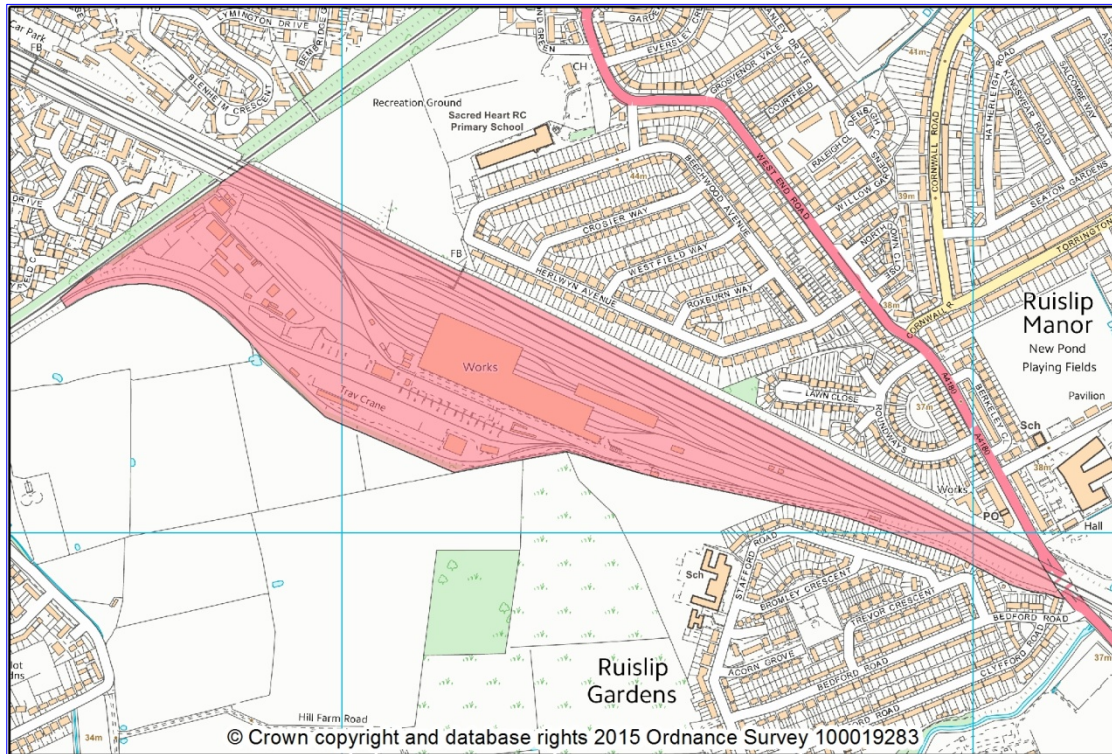
Tavistock Road, West Drayton



Site name	Tavistock Road, West Drayton
Site Type	Railhead Safeguarding Area
Location	Tavistock Road IBA, former Coal Depot
Current UDP Designation	Industrial Business Area, adjacent to Green Belt, Nature Conservation Site and in proximity to Area of Special Local Character
Area (ha/sqm)	1.5 ha
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Strategic Policies – Policies EM2 and EM9

MINERALS SAFEGUARDING

London Underground, West Ruislip



Site name	London Underground, West Ruislip
Site Type	Railhead Safeguarding Area
Location	South Ruislip
Current UDP Designation	None; adjacent to Green Belt and Nature Conservation Site
Area (ha/sqm)	26 ha
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Strategic Policies – Policies EM2 and EM9