

COUNCIL

16 January 2020



Local Plan Part 2 Appendices

Copies available online, in Group Offices and at the meeting

Appendix 5: Revised Policies Map - large poster version in Group Offices or zoomable version available to view on the Council's website or on mobile using QR code [right]:



Classification: Public

Adoption of the Local Plan Part 2

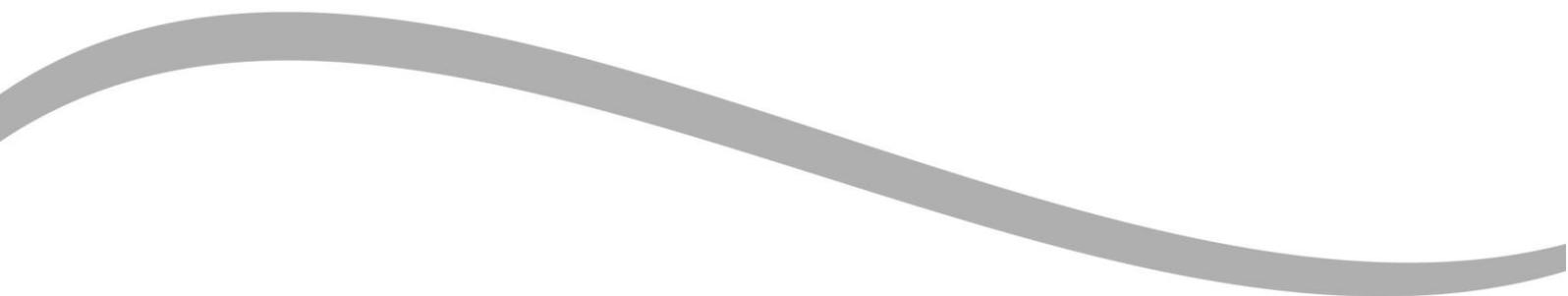
- Appendix 1: Inspector's Report
- Appendix 2: Main Modifications
- Appendix 3: Local Plan Part 2 Development Management Policies
- Appendix 4: Local Plan Part 2 Site Allocations
- Appendix 5: Revised Policies Map (poster version in Group Offices)
- Appendix 6: Local Plan Part 2 Draft Adoption Statement
- Appendix 7: Lists of UDP policies and guidance to be withdrawn

Note: Appendices 3-5 are proposed to be recommended to Council

**Democratic Services
London Borough of Hillingdon**

Putting our residents first

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The Planning Inspectorate

Report to the Council of the London Borough of Hillingdon

by Jameson Bridgwater PGDip TP MRTPI

an Inspector appointed by the Secretary of State

Date: 22 October 2019

Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

Report on the Examination of the London Borough of Hillingdon Local Plan: Part 2

The Plan was submitted for examination on 18 May 2018

The examination hearings were held between 7 and 9 August 2018

File Ref: PINS/R5510/429/8

Abbreviations used in this report

AA	Appropriate Assessment
ANPS	Airports National Policy Statement
DtC	Duty to Co-operate
HMA	Housing Market Area
HRA	Habitats Regulations Assessment
HLPP1	Hillingdon Local Plan: Part 1
HLPP2	Hillingdon Local Plan: Part 2
LDS	Local Development Scheme
LHN	Local housing need
LP	London Plan
MHCLG	Ministry of Housing, Communities and Local Government
MM	Main Modification
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
PTAL	Public Transport Access Level
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
WMS	Written Ministerial Statement

Non-Technical Summary

This report concludes that the London Borough of Hillingdon Local Plan: Part 2 provides an appropriate basis for the planning of the Borough, provided that a number of main modifications [MMs] are made to it. The Council of the London Borough of Hillingdon has specifically requested that I recommend any MMs necessary to enable the Plan to be adopted.

The MMs all concern matters that were discussed at the examination hearings. Following the hearings, the Council prepared schedules of the proposed modifications and carried out a sustainability appraisal of them. The MMs were subject to public consultation over a six-week period. I have recommended their inclusion in the Plan after considering all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- Revised housing and employment figures and sites; and
- Adding, amending or deleting site allocations and designations to ensure consistency with the NPPF and the ANPS; and
- Rewording policies to ensure they are positively prepared and consistent with the NPPF; and
- Adding, amending or deleting policies and explanatory text to guide development.

Introduction

1. This report contains my assessment of the London Borough of Hillingdon Local Plan: Part 2 in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). **It considers first whether the Plan's preparation has** complied with the duty to co-operate. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework 2012 (paragraph 182) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The revised National Planning Policy Framework (NPPF) was published in July 2018 and further revised in February 2019. It includes a transitional arrangement in paragraph 214 which indicates that, for the purpose of examining this Plan, the policies in the 2012 NPPF will apply. Similarly, where the Planning Practice Guidance (PPG) has been updated to reflect the revised NPPF, the previous versions of the PPG apply for the purposes of this examination under the transitional arrangement. Therefore, unless stated otherwise, references in this report are to the 2012 NPPF and the versions of the PPG which were extant prior to the publication of the 2018 NPPF.
3. During the preparation of the Plan the Airports National Policy Statement (ANPS) was designated as a national policy statement (26 June 2018). It provides the primary basis for decision making on development consent applications for a north-west runway at Heathrow Airport. I deal with the issues and implications of this major infrastructure project below.
4. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The London Borough of Hillingdon Local Plan: Part 2 (HLPP2), submitted in May 2018 is the basis for my examination. It is the same document as was published for consultation in October 2015.

Main Modifications

5. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any main modifications [MMs] necessary to rectify matters that make the Plan unsound and thus incapable of being adopted. My report explains why the recommended MMs, all of which relate to matters that were discussed at the examination hearings, are necessary. The MMs are referenced in bold in the report in the form MM1, MM2 etc, and are set out in full in the Appendix.
6. Following the examination hearings, the Council prepared a schedule of proposed MMs and carried out sustainability appraisal of them. The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report.

Policies Map

7. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to

provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the set of plans identified as the London Borough of Hillingdon Local Plan: Part 2 – Policies Map Atlas of Changes.

8. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, a **number of the published MMs to the Plan's policies require** further corresponding changes to be made to the Policies Map. In addition, there are some instances where the geographic illustration of policies on the submission Policies Map is not justified and changes to the Policies Map are needed to ensure that the relevant policies are effective. These further changes to the Policies Map were published by the Council for consultation alongside the draft MMs, either embedded within the Proposed Schedule of Main Modifications 2019 document alongside a linked MM, or within the separate Local Plan Part 2 Policies Map with Proposed Modifications 2019. Although the embedded maps are shown within the MM schedules in the Appendix to this report, they are not a formal part of the MMs.
9. When the Plan is adopted, in order to comply with the legislation and give **effect to the Plan's policies, the Council will need to update the adopted** policies map to include all the changes proposed in the London Borough of Hillingdon Local Plan: Part 2 – Policies Map Atlas of Changes and the further changes published alongside the MMs

Assessment of Duty to Co-operate

10. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the **Plan's** preparation.
11. The Council has a long history of working with neighbouring authorities and the prescribed bodies on cross boundary issues and strategic matters. The HLPP2 seeks to implement the strategic objectives of the HLPP1. As such, strategic matters have already been appropriately considered within the HLPP1. Nonetheless, the London Borough of Hillingdon has outlined its continuing collaborative approach to the Duty to Co-operate (DtC), within its Duty to Co-operate Statement May 2018 and supporting documents. These show appropriate engagement with the necessary local planning authorities and the various prescribed bodies. I am therefore satisfied that there are no outstanding strategic cross border issues.

Assessment of Soundness

Background

12. The London Borough of Hillingdon Local Plan: Part 2 (HLPP2) has been prepared in the context of the London Borough of Hillingdon Local Plan: Part 1 (HLPP1) which was adopted in November 2012. The HLPP1 provides the strategic planning policy background for the matters contained within the HLPP2, and it is not necessary to address those matters further in my examination.

13. The HLPP2 will sit alongside the HLPP1 and will replace all of the saved policies of the Unitary Development Plan (September 2007) and will be used as necessary to assess development proposals within the Plan area. The HLPP2 is arranged into two separate documents, the Development Management Policies and the Site Allocations and Designations.
14. The HLPP2 is a plan that is intended to implement the strategy and objectives of HLPP1. It was widely accepted at the hearings that during the course of plan preparation there had been material changes in both national and London-wide policy along with a significant increase in growth in the Borough. Therefore, the Council have committed to an early review of the Local Plan in response to the emerging new London Plan and the ANPS. I consider the **Council's approach** to be both reasonable and pragmatic in the circumstances.

Main Issues

15. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified 3 main issues upon which the soundness of this plan depends. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, policy criterion or allocation in the Plan.

Issue 1 – Is the Hillingdon Local Plan: Part 2 consistent with, and does it positively promote, the vision, objectives and spatial policies contained in the Hillingdon Local Plan: Part 1; and is its overall approach consistent with national policy?

16. Hillingdon as a London Borough has a range of settlements each with their own unique character. The area to the north of the A40 is semi-rural, with Ruislip as its main district centre. The south of the borough is more densely populated, urban in character and contains the metropolitan centre of Uxbridge and the district centres of Hayes and West Drayton. These are all connected and underpinned by Hillingdon's **natural and industrial heritage**. The HLPP2 seeks to direct development and growth across the Borough by identifying the most appropriate and sustainable sites. To achieve this, the Site Allocations and Designations section of the HLPP2 identifies amongst other things sites for the delivery of housing, employment, mineral extraction, transport and waste infrastructure. The Development Management Policies section of the HLPP2 contains policies that seek to support the enhancement of the built and natural environment and the improvement of movement in and around Hillingdon. These objectives are fully compliant with the HLPP1.
17. Generally, there is broad local support for the HLPP2's vision and objectives, which are based on an understanding of community needs and aspirations gained through extensive public consultation and engagement. This is explored in the HLPP2 Consultation Reports (April/May 2013 and May 2018) which alongside the Sustainability Appraisals (2014 and October 2015) demonstrate how the Council has reached its preferred options for the vision and aims of the plan. There is a flexible approach across the allocated sites to balance the provision of available and deliverable development land for housing and employment and the necessary infrastructure that supports it,

alongside providing the necessary protection for Hillingdon's **built and natural** environment.

18. Overall, and subject to the main modifications identified, the Plan before me is positive and flexible, and it promotes and encourages economic development and environmental improvement throughout the Plan period consistent with the vision, objectives and spatial policies of the HLPP1 and the NPPF.

Issue 2 – Whether the Development Management policies are justified, consistent with the London Borough of Hillingdon Local Plan: Part 1, and are likely to be effective?

19. The Development Management policies of the HLPP2 are arranged over 8 chapters. These deal with the economy, town centres, new homes, historic and built environment, environmental protection and enhancement, community infrastructure and transport and aviation. The range of detailed policies in the HLPP2 will positively promote the aims and objectives of the HLPP1.

Economy

20. There are 7 policies within the economy chapter of the HLPP2 that seek to provide clear direction in relation to economic growth within the Borough. The policies seek to promote employment growth, by setting out the approach to employment use proposals both within and outside designated employment sites and areas. The chapter also provides clear guidance on tourism, visitor facilities and attractions, hotels and farm diversification.
21. Policy DME 1 – Employment Uses on Designated Sites seeks to ensure that designated employment sites are retained, and that new development should not compromise the operation of these sites. To ensure the policy is effective, modifications are necessary to reference the London Plan within the supporting text, particularly with regard to mixed use development where it would assist the renewal/modernisation of existing office stock. Moreover, it is necessary in the interests of clarity and precision to make modifications to Criterion D i to ensure that it aligns with Criteria A, B and C of the policy (MM1).
22. Policy DME 2 – Employment Sites Outside Designated Employment Areas is a criteria-based policy that seeks to retain existing non-designated employment sites. As such, to ensure the policy is effective a modification is required to add an additional Criterion v relating to specific land use allocations elsewhere in the plan (MM2).
23. HLPP1 Policy E2 seeks to direct office development to 3 growth areas (Uxbridge Town Centre, Stockley Park and Heathrow Perimeter). As such, Policy DME 3 – Office Development supports proposals for new office development within these locations along with criteria that seeks to resist schemes that would result in a loss of office floorspace. However, in light of proposals for the expansion of Heathrow Airport contained within the Airports National Policy Statement (ANPS) it is necessary to ensure the policy is effective and deliverable to make modifications to both the supporting text and Criterion A of the policy to delete references to Heathrow Perimeter. This is due to the overall scale of the infrastructure project, which is likely to have

implications for sites during the construction phase and in the longer term within the vicinity of the airport. Furthermore, to ensure the policy is effective it is necessary to modify Criterion F to ensure proposals for new offices outside the identified growth areas be tested sequentially (MM3).

24. Policy DME 5 - Hotels and Visitor Accommodation supports the provision of a range of visitor accommodation within the Borough. Modifications are required to ensure that the policy is justified and effective taking account of the proposals for the expansion of Heathrow Airport as set out in ANPS. It is therefore necessary to delete references to the Heathrow Perimeter within the explanatory text. Moreover, to ensure that the policy is positively worded it is necessary to replace the word 'pressures' with 'demand' in relation to Heathrow Airport (MM4).
25. For the reasons **above, the Plan's approach to Hillingdon's** economy is sound subject to the main modifications I have identified. The Plan will support economic growth within the Borough.

Town Centres

26. The Town Centres chapter of the HLPP2 contains 4 policies that seek to underpin the role of town centres and the benefits they bring to social, economic and environmental well-being of the Borough. HLPP1 establishes the town centre hierarchy and HLPP2 provides greater detail and direction in relation to town centre development, primary and secondary shopping areas, local centres and parades. The chapter also contains a policy that seeks to ensure that an appropriate balance can be achieved within town centres to prevent an over concentration of uses that may have an adverse impact on amenity.
27. Policy DMTC 1 – Town Centre Development seeks to protect the role and **function of the Borough's town centres**. To ensure the policy is effective a modification is necessary to support the vitality and viability of the Borough's key shopping areas by way of the addition of Criterion B to restrict the residential use of ground floors in primary and secondary shopping areas and in designated shopping parades when planning permission is required (MM5).
28. Policy DMTC 2 – Primary and Secondary Shopping Areas seeks to protect and enhance that the vitality and viability of retail centres within Hillingdon. As such, the policy sets out a criteria-based approach to ensure that there is an appropriate mix of retail and associated uses with primary and secondary shopping areas. To ensure that the policy is justified it is necessary to modify the supporting text of the policy to allow proposals for other uses not specified within the policy to be brought forward where it can be demonstrated that they would support and provide benefits to the vitality and viability of town centres within the Borough. Furthermore, it is necessary in the interests of clarity and effectiveness to amend the text in Criterion B to relate to uses specified in policy DMTC 4 and add an additional Criterion C to enable the consideration of community facilities within secondary frontages where they would support the vitality and viability of town centres (MM6).
29. Shopping areas to meet local needs are a component part of Hillingdon's retail provision. These are particularly important for people who do not live close to

the Borough's town centres by providing access to services and facilities reducing the need to travel. Therefore, Policy DMTC 3 – Maintaining the Viability of Local Centres and Local Parades strives to ensure that designated parades and local centres retain shops that provide a broad range of services to the community that they serve. In the interests of consistency with policy DMTC 4 and to ensure that the policy is effective it is necessary to delete Criterion A of the policy and make consequential changes to the remaining criteria (MM7).

30. Policy DMTC 4 – Amenity and Town Centre Uses seeks to protect the amenity, character and functionality of town centres through resisting the over concentration of uses that could amongst other things create noise, disturbance, odour in a specific area of a town centre. The policy provides clear direction for the decision maker through the use of criteria. However, a modification in the interests of consistency and to provide direction for the decision maker is necessary to the supporting text to reference the Mayor of **London's Town Centres SPG** (MM8).
31. Consequently, the **HLPP2's** approach to town centres is sound subject to the main modifications I have identified and will help to underpin the important role of town centres in the Borough.

New Homes

32. There are 8 policies within the New Homes chapter of the HLPP2 that seek to provide clear direction in relation to the provision of housing within the Borough. The policies amongst other things seek to safeguard existing housing and the chapter also provides clear guidance on housing mix, residential conversions, houses in multiple occupation, affordable housing, sheltered housing and care homes. To ensure that the HLPP2 would adequately address the needs for all types of housing and the needs of different groups in the community in accordance with the NPPF. It is necessary to add an additional policy DMH9 – Gypsies and Travellers and Travelling Show-People to the New Homes chapter of the Plan, that sets out criteria to enable the assessment of proposals for new sites to meet this specific need (MM9).
33. Therefore, **the HLPP2's approach** to the provision of new homes is sound subject to the main modifications I have identified and will help to deliver a wide range of housing to meet the needs of the Borough.

Historic and Built Environment

34. Policies SO1, SO2 and HE1 of the HLPP1 aim to conserve and enhance the Historic and Built Environment and improve the quality of the built environment. To this effect the HLPP2 contains 21 policies that seek to implement those objectives. The historic environment is addressed in policies DMHB 1 to DMHB 9 and the built environment is covered in policies DMHB 10 to DMHB 21.
35. DMHB1 Heritage Assets is a criteria-based policy that seeks to ensure that new development proposals conserve or enhance heritage assets within the Borough. Therefore, it is necessary to amend Criterion (ii) of the policy to

ensure consistency with the NPPF in relation to the loss of significance or harm to a heritage asset and whether it could be demonstrated that public benefit derived from a proposal would outweigh that harm (MM10).

36. Policies DMHB 12 Streets and Public Realm and policy DMHB 13 Shopfronts seek amongst other things to provide detailed guidance to the decision maker in relation to ensuring that proposals that effect the street scene and public realm are well designed and of high quality. Moreover, both policies seek to ensure that advertisements do not result in harm to the public safety or amenity. Therefore, a modification is required to ensure clarity, by deleting references to advertisements and consequential changes in policies DMHB 12 and DMHB 13 and the creation of a new single criteria-based policy that is applicable to all advertisement proposals. Thus, the insertion of new policy DMHB 13A Advertisements and Shop Signage will set out the criteria for advertisement proposals in the Borough and provides clear design guidance to the decision maker with regard to public safety and amenity (MM11).
37. London Plan (LP) policy 3.4 seeks to optimise housing potential within the city, whilst recognising that there are many factors that need to be considered when determining planning applications. DMHB 17 Residential Density sets out amongst other things to ensure that new housing proposals take into account the size of the development site and its location and proximity to services having regard to Hillingdon's **location as** an outer London borough. It is necessary to modify the residential density matrix within the policy to ensure that it is in general conformity with the LP (MM12). In reaching this conclusion I have taken into account the emerging new London Plan; however, I consider that the issues raised by the Mayor would be more appropriately **addressed through the Council's early review of the Local Plan.**
38. DMHB 20 Moorings is a criteria-based policy that provides clear guidance in relation to planning applications for new long-term moorings on the canal network in Hillingdon. To ensure that the policy is justified it is necessary to modify the explanatory text to include leisure and commercial use. To ensure the policy is effective amendments to Criteria ii, iii, v and vi are required to ensure that proposals do not impede the use of the canal network and provide adequate facilities to support the use of the moorings. These modifications provide clear direction to the decision maker (MM13).
39. Subject to the main modifications I have identified, the Historic and Built Environment policies of the HLPP2 would implement the aims and objectives of the HLPP1. As such, they are justified by the available evidence and sound.

Environmental Protection and Enhancement

40. The LP provides overall policy guidance for London in relation to environmental protection and enhancement, with the HLPP1 providing strategic direction in relation to Hillingdon. The HLPP2 contains 18 policies which seek to ensure amongst other things that new development utilises sustainable design and energy coupled with reducing carbon emissions. The chapter also includes policies that deal with the Green Belt, Metropolitan Open Land and Green Chains. There are also policies that address biodiversity, water management, water efficiency, flood risk, air quality and contamination. Minerals and aggregates policies are also included in the chapter.

41. Targets for the reduction of carbon emissions are set out in Policy 5.2 of the LP. Policy DMEI 2 Reducing Carbon Emissions seeks to ensure that new development proposals in Hillingdon contribute towards the reduction in carbon emissions and sets out the information that should be submitted to demonstrate how it will be achieved. In the event of a shortfall the policy allows for an off-site contribution to be made. To ensure general conformity with the LP it is necessary to modify Criterion C and delete **the term 'allowable solution'** and footnote 8 (MM14).
42. Policy DMEI 4 seeks to prevent inappropriate development in the Green Belt or on Metropolitan Open Land in accordance with LP policy 7.17 and the NPPF. Therefore, it is necessary to amend the text **by deleting the word 'exceptional'** and replacing it with **'special'** in Criterion A of the policy to ensure consistency with the NPPF (MM15).
43. One of the aims of policies EM1 and EM7 of the HLPP1 is to protect and enhance biodiversity within Hillingdon. As such, policy DMEI 7 Biodiversity Protection and Enhancement seeks to ensure that new development considers and addresses biodiversity within proposals. To this effect it is necessary to modify the supporting text to provide clarity in relation to nationally accepted best practice and allow for the provision of green infrastructure where appropriate (MM16). Furthermore, to ensure consistency with LP policy 7.20 and paragraph 118 of the NPPF, it is necessary to modify Criteria A, B and D to add in references to geological value and provide clarity and direction for the decision maker should a development proposal result in significant harm to biodiversity (MM17).
44. DMEI 8 Waterside Development is a criteria-based policy that provides guidance for development on sites that adjoin or include a watercourse. To ensure consistency with HLPP1 policy EM3 it is necessary to amend Criterion F of the policy to ensure that new development contributes to the 'improvement of the canal' rather than 'biodiversity improvements' which are adequately addressed by other policies in the HLPP2 (MM18).
45. Policy EM6 of the HLPP1 seeks to improve the way flood risk is managed in Hillingdon. Policy DMEI 9 Management of Flood Risk is a criteria-based policy that requires proposals for new development to reduce the risk or consequences of flooding. As such, it is necessary for consistency with the NPPF to reflect the **Environment Agency's latest** flooding guidance to modify the wording of Criterion A with regard to sequential testing proposals within specified flood zones, flood defences and finished floor levels. Moreover, for clarity it is necessary to add an additional Criterion requiring development proposals within specified flood zones to be supported by a Flood Risk Assessment (FRA) (MM19).
46. DMEI 10 Water Management, Efficiency, and Quality seeks to address issues related to surface water in proposals for new development and ensure that water resources and water quality are maintained. To ensure that the policy is effective, modification is required to Criterion B to ensure that development schemes are designed with an 'appropriate allowance' for climate change for the worst storm duration. Moreover, it is necessary to ensure the policy is effective to amend Criterion J to ensure that developers should submit a

detailed water and/or drainage strategy where there are capacity constraints (MM20).

47. Policy DMEI 14 Air Quality seeks to improve air quality within the Borough. In the interests of clarity and to ensure the policy is effective, it is necessary to amend Criterion B of the policy **by deleting the word 'continued'** (MM21).
48. **Accordingly, the HLPP2's approach to environmental protection and** enhancement is sound subject to the main modifications I have identified and will contribute towards the reduction of carbon emissions whilst enhancing the natural environment and biodiversity in the Borough.

Minerals

49. Hillingdon is one of four boroughs that is identified by the LP to provide a landbank to provide land won aggregates. HLPP1 policies EM9 and EM10 therefore seek to safeguard and promote areas that make a proportionate contribution to **West London's minerals** resources. As a consequence, there are 4 development management policies within HLPP2 that seek to ensure that there is protection for mineral supply within Hillingdon and its associated supporting infrastructure (railheads, recycling facilities etc).
50. Policy MIN 1 Safeguarded Areas for Minerals and Aggregates Railheads aims to safeguard preferred areas and specific sites for the extraction of sand and gravel. It is necessary in the interests of consistency to modify the policy to ensure that the identified sites are categorised in accordance with the national Planning Practice Guidance (PPG). Furthermore, to ensure mineral reserves are afforded adequate protection it is necessary to identify **'Bedfont Court Estate' as an Area of Search** (MM22).
51. It is necessary to provide clear direction for the decision maker to introduce a new policy within the minerals section of HLPP2. This is required to enable the assessment of proposals for new areas of mineral extraction. Thus, policy MIN 1A Assessing Proposals for New Minerals Development is a criteria-based policy that seeks to ensure that need for the proposal has been demonstrated and that there would be no significant adverse impact from the development. The criteria would also apply to development proposals within preferred areas (MM23).
52. The LP sets targets for the re-use of construction, demolition and excavation waste. As such, this is promoted within policy MIN 4 Re-use and Recycling of Aggregates a criteria-based policy. To ensure consistency with other policies within the HLPP2 it is necessary to modify the text of Criterion B in relation to **'active'** minerals extraction and landfill sites **and replace 'granted' with 'supported' subject** to local amenity and other policies within the plan (MM24).
53. For the reasons set out above, **HLPP2's approach to the** protection and utilisation of mineral resources in the Borough is sound subject to the main modifications I have identified. The Plan safeguards mineral resources and infrastructure and provides detailed guidance for mineral extraction in accordance with the strategy set out in the HLPP1, ensuring that Hillingdon can make a meaningful contribution to **West London's minerals resources**.

Community Infrastructure

54. Policies CI1 to CI3 within the Transport and Infrastructure chapter of the HLPP1 deal with provision of social and community infrastructure in Hillingdon. These seek to cater for the needs of the existing community and future populations by amongst other things supporting the retention and enhancement of existing community facilities (health, police, libraries, community centres), supporting the extensions to existing schools and the development of new schools. The policies also support the retention and enhancement of leisure, recreational and cultural facilities in Hillingdon.
55. The Community Infrastructure chapter of the HLPP2 contains 7 policies that seek to ensure the retention and delivery of community facilities within the Borough. The policies provide guidance on the assessment of new development proposals seeking to ensure that they meet the community infrastructure needs **of Hillingdon's residents**.
56. Policy DMCI 2 New Community Infrastructure seeks to address the increase in demand for educational and healthcare needs of Hillingdon. As such it is necessary for clarity and consistency with other policies in the HLPP2 to modify the explanatory text of the policy to reflect the current position in relation to health care and education within the Borough (MM25). Moreover, to provide clear direction to the decision maker it is necessary to add a new policy DMCI 1A Development of New Education Floorspace. This a criteria-based policy that will be used to assess proposals for new schools and school expansion schemes in Hillingdon (MM26). In reaching these conclusions I have taken account of the issues raised by interested parties submitted in writing and at the hearings. I therefore consider that subject to the main modifications the Plan will make adequate provision for community infrastructure to support growth in Hillingdon.

Transport and Aviation

57. To enable Hillingdon to deliver growth in both new jobs and homes it is necessary to have a coordinated and planned approach to transport. As such, Chapter 9 of the HLPP1 contains 7 policies that seek to promote sustainable forms of transport in Hillingdon, that in turn will aim to reduce the reliance on the private motor vehicle and improve quality of life in the Borough. Furthermore, there are 3 policies that deal with aviation, including policy DMAV 2, which deals with Heathrow the largest and busiest airport in the United Kingdom.
58. Policy DMT1 Managing Transport Impacts is a criteria-based policy that seeks to ensure that development proposals address impact on the transport network in a sustainable manner. The policy requires development proposals that meet or exceed thresholds to be supported by a Transport Assessment and Travel Plan. To ensure that the policy is consistent with national policy it is necessary to modify Criterion B by replacing the reference to Table 8.1 with **'appropriate'** and deleting the Table 8.1 in the supporting text. This will ensure the thresholds requiring the submission of a Transport Assessment and Travel Plan are the most current and relevant (MM27).
59. **Hillingdon's parking standards** are in general conformity with the LP. However, there are some variations in relation to employment sites and

residential uses which take into account its location as an outer London Borough. Therefore, to ensure the policy is effective, it is necessary to amend the explanatory text of policy DMT 6 Vehicle Parking to establish that the standards contained within Appendix C Table 1, are maximum levels and do not imply any minimum level (MM28).

60. To enable the assessment of development proposals at Heathrow Airport policy DMAV 2 sets out criteria that seeks amongst other things to manage and reduce environmental impacts from the current airport operation. To ensure that the policy is positively worded and reflects the ANPS, it is necessary to delete paragraph 8.48, amend 8.51 of the explanatory text along with the deletion of Criteria A ii and B of the policy and its associated footnote (MM29).
61. Subject to the main modifications I have identified, the Transport and Aviation policies of the HLPP2 would positively implement the aims and objectives of the HLPP1. As such, they are justified by the available evidence and sound.

Conclusion

62. In summary the Development Management policies of the HLPP2 are subject to the main modifications I have identified will be effective and are justified and consistent with the HLPP1 and the NPPF.

Issue 3 – Are the Site Allocations and Designations policies of the HLPP2 consistent with the HLPP1, LP and national policy, and are they justified and deliverable and has the Plan been positively prepared in these respects?

63. The Site Allocations and Designations policies of the HLPP2 are arranged over 6 chapters. These deal with growth in Hillingdon, new homes, town centres, green belt, metropolitan open land and green chains, key transport interchanges, community infrastructure, and minerals and railheads safeguarding. The range of detailed policies in the HLPP2 will positively promote the aims and objectives of the HLPP1.
64. The aim of the policies is to deliver sustainable, inclusive and mixed communities. To ensure that the Site Allocations and Designations policies are generally positively worded and flexible, it is necessary to delete references to minimum and maximum in relation to indicative site capacities (MM30). Moreover, in circumstances where a new homes site allocation benefits from planning permission it is necessary for consistency with the NPPF to modify the policy text. This is to ensure that the Plan is positively worded and flexible in relation to the assessment of development proposals that promote acceptable alternative design solutions (MM31).

Growth in Hillingdon

65. The Growth in Hillingdon chapter of the HLPP2 seeks to bring effect to the HLPP1's strategic vision. The chapter identifies key locations in Hillingdon where growth should be directed. These include amongst others Uxbridge, Heathrow Airport, Heathrow Opportunity Area and Hayes/West Drayton.

New Homes

66. HLPP1 policy H1 – Housing Growth requires the provision of at least 6,375 new homes in Hillingdon over the plan period 2011 -2026. However, the London Plan (published March 2015) increases Hillingdon's 10-year target (2015 to 2025) to 5,593 dwellings. The Council have sought to address this increase within the HLPP2 and calculated that this would equate to a minimum of 8,385 dwellings within the plan period (2011 – 2026). Moreover, the Plan confirms that 3,015 dwellings had been completed up to 1 April 2014. As such, the HLPP2 seeks to allocate adequate land for new housing to deliver the LP based housing target of 8,385 dwellings within the plan period.
67. To contribute towards meeting the LP housing target, a modification is necessary to include Hayes Housing Zone as a key growth location. Hayes Housing Zone is one of thirty areas in London identified for growth in the Mayors Housing Strategy. The zone will contribute a significant proportion of **the Council's housing requirement** (approximately 2788 homes). This will ensure general consistency with the LP that seeks to increase house building across London (MM32).
68. The New Homes chapter of the HLPP2 contains 41 site allocation policies which relate to the identification and provision of land for new housing. The aim of the policies is to deliver sustainable, inclusive and mixed communities. Table 3.3 Proposed Site Allocations identifies sites that are expected to deliver new homes within the plan period. In the interests of clarity and to demonstrate consistency with the housing requirement, it is necessary to update the Table 3.3 to take into account the most up to date housing site allocations and their potential capacities. The updated table demonstrates that the identified sites could provide approximately 9392 new homes within the plan period (MM33). This is significantly more than the HLPP1 requirement, which, I consider this to be both a pragmatic and robust approach that will ensure that Hillingdon will be able to deliver much needed homes in a time of significant need.
69. Policy H3 of the HLPP1 addresses Gypsy and Traveller pitch provision in Hillingdon. The Council updated their Gypsy and Traveller and Travelling Show People assessment to ensure consistency with the Planning Policy for Traveller Sites (August 2015). This identified a requirement for 2 additional pitches for travellers within the plan period. It is therefore necessary to make modifications to paragraphs 3.19 and 3.20 of the New Homes chapter to ensure that the additional pitches for travellers are provided at the **Council's** Colne Park site (MM34).
70. The policies for each site allocation (SA 1 to SA 41) sets out site specific information that provides clear direction to both the decision maker and prospective developers. The site allocation policies include amongst other things proposed number of units, PTAL (Public Transport Access Level) rating, site area and phasing along with identifying constraints such as flood risk and contamination.
71. To ensure that policy SA 2 - The Old Vinyl Factory and Gate, Hayes is broadly consistent with the latest planning permission for the site, it is necessary to modify the proposed number of dwellings on the site (MM35) within the site

information table. To ensure clarity a modification is required to policy SA 3 - Eastern End of Blyth Road. This adds site C to the allocation ensuring a comprehensive approach to the development of the site. The modification also requires amendments to the proposed number of units, the requirement of a flood risk assessment and factual amendments in relation to site names, designations and its relationship to the adjacent Crown Trading Estate (MM36).

72. It is necessary to modify the HLPP2 to include a policy relating to Crown Trading Estate which is in poor condition. The site is located within Hayes town centre and could contribute to the regeneration of the area through the provision of a residential led mixed-use development (approx. 197 units) within the latter part of the plan period (2021-2026). As such, the modification to include Policy SA 3A - Crown Trading Estate would provide clear direction to the decision maker and boost the supply of housing. A consequential amendment to the Strategic Industrial Land boundary will be required to reflect this release (MM37). Policy SA 4 - Fairview Business Centre promotes a residential led mixed-use scheme. To ensure that it is effective and complements the future redevelopment of the Crown Trading Estate site it is necessary to amend the supporting text and policy wording to highlight design criteria and density (MM38).
73. Policy SA 5 - Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes addresses the planned closure of a major employment site used for the manufacture of coffee. The policy seeks to comprehensively redevelop the site for residential use with complementary commercial uses. Therefore, it is necessary for the Plan to be effective to amend the policy with regard to the density/number of units proposed, the provision of associated community infrastructure, phasing, heritage, design/massing, commercial mix and access arrangements (MM39). To ensure that the residential development of the site allocation provides adequate access to the Grand Union Canal, it is necessary to amend the text of policy SA 7 - Union House, Hayes to ensure that there is adequate land made available to facilitate access and improvements to the south side of the canal from Station Road. As such the modification ensures that proposals for the site should be in accordance with the broad parameters established through an extant planning permission for the site (MM40).
74. The objective of Policy SA 9 - Audit and Bellway House, Eastcote is to support the residential conversion of an office and educational facility. In the interests of clarity, it is necessary to modify the introductory and policy text in relation to phasing within the plan period, unit numbers and that development proposals for the site should be consistent with the broad parameters established through extant prior approvals for each of the buildings (MM41). Policy SA 10 - 269-285 Field End Road, Eastcote supports the residential redevelopment of the site subject to the provision of adequate parking and landscaping. However, in the interests of clarity and precision a modification is necessary to correct the site address to "**281-285 Field End Road**" (MM42).
75. The site allocation set out in Policy SA 14 - Master Brewer and Hillingdon Circus, Hillingdon is sub-divided into Site A and Site B. The allocation has good access to the strategic road (A40) and public transport networks. As such, the policy supports a residential led mixed-use redevelopment of the

site. Nonetheless, part of the site allocation as proposed is located within the Green Belt. A modification (MM43) is necessary to exclude the Green Belt land from the site allocation to ensure consistency with the NPPF as exceptional circumstances do not exist to justify this boundary change. It is also necessary to amend the number and distribution of units to be provided from Site A and Site B to provide a more accurate capacity estimate. Moreover, the reduction in the overall site allocation means that the site is now wholly within Flood Zone 1 and indicative phasing moved to 2021-2026.

76. Since the HLPP2 was prepared in 2015 a number of sites that were not originally included in the Plan have secured planning permission for residential development. Therefore, in the interests of clarity and precision a modification (MM44) that adds a new site allocation policy SA 16A – 36-40 Rickmansworth Road. This sets out the approximate net unit numbers (21 units), constraints and phasing for the site. Modification (MM45) is necessary in the interests of precision to update the proposed housing numbers attributed to site allocation policy SA 19 – Braintree Road, South Ruislip (163 units), moreover, a factual amendment to the site information table is required to reference safeguarding for HS2. Modification (MM46) updates the proposed housing numbers attributed to site allocation policy SA 20 – Bourne Court, South Ruislip (69 units) in the interests of precision following the grant of planning permission. Furthermore, due to the site no longer being available for housing it is necessary with regard to ensuring that the Plan is developable to delete policy SA 21 – Eagle House (MM47).
77. Policy SA 22 – Chailey Industrial Estate, Pump Lane is located in close proximity to Hayes town centre. The policy seeks to support the residential redevelopment of the site. However, in the interests of precision and facilitating comprehensive development an amendment is necessary in relation to the site boundary to reintroduce the adjoining Matalan site. Furthermore, to take account of the change it is necessary to amend the policy wording and supporting text and make a consequential amendment to the Strategic Industrial Location boundary (MM48). However, it is not necessary for soundness to amend the description to residential led mixed-use development as the policy already allows for the development of the site to be supported by small scale commercial uses.
78. Similarly, policy SA 23 Silverdale Road/Western View supports the residential led mixed used development of the site. However, a modification is necessary in the interests of precision and clarity. This amendment ensures alignment with the designation of the Hayes Housing Zone and density/number of units proposed. The modification also provides further detailed guidance in relation to design, heritage, open space and connectivity (MM49).
79. Benlow Works is a Grade II Listed Building that has been identified as being at risk by Historic England. As such, Policy SA 24 Benlow Works, Silverdale Road seeks to support the retention and restoration of the heritage asset through mixed-use development. To ensure the policy provides clear direction to the decision maker a modification is necessary to ensure that redevelopment proposals for the site integrate with surrounding industrial uses and provide adequate mitigation. Further, it is necessary to update the proposed housing numbers in the site information table to ensure that the policy is justified and effective (MM50).

80. To ensure that the policy is justified and effective it is necessary to make modifications to the site information tables for policies SA 25 – 297-299 Long Lane, Hillingdon and SA 27 – St Andrews Park, Annington Homes Site with regard to the proposed number of units and net completions (MM51, MM52). Modifications to policies SA 30 – Grand Union Park, Packet Boat Lane and SA 31 – Fassnidge Memorial Hall, Uxbridge relate to amending the proposed number of units within the site information table adding precision to ensure that the policy is positive and effective (MM53, MM54).
81. To respond to the higher housing requirement of the LP, modifications are required to include new residential development sites that have come forward during the preparation of the HLPP2 following the grant of planning permission. Therefore, in the interests of clarity and precision it is necessary to add 5 new site allocation policies SA 31A – Waterloo Wharf, Uxbridge, SA31B – Randalls Building, Uxbridge, SA 34A – West Drayton Police Station, SA 34B – Former Royal British Legion Building and SA 39A – Land to the rear of 2-24 Horton Road. Cumulatively these sites will provide approximately 252 new homes. The modifications set out the proposed number of new dwellings for each site along with constraints and indicative phasing (MM55, MM56, MM57, MM58, MM61).
82. Policy SA 38 – Padcroft Works, Tavistock Road, Yiewsley is located close to the town centre. The policy supports residential-led mixed-use re-development of the site. In the interests of clarity and precision a modification is necessary to amend the policy, supporting text and site information table to include the most up to date housing delivery figures, constraints and phasing to reflect densities derived from the London Plan (MM59). With regard to policy SA 39 Trout Road, Yiewsley, a modification is necessary to amend the policy, supporting text and site information table in the interests of precision and clarity. These amend the policy, supporting text and site information table to include the most up to date housing delivery figures, constraints and phasing following the addition of Onslow Mills (site C) to the site allocation (MM60).

Rebalancing Employment Land

83. Policies E1 and E2 of the HLPP1 seek to manage the provision and location of employment land in Hillingdon over the plan period, seeking to ensure that there is sufficient supply to meet the anticipated level of growth. In preparing the HLPP2 the Council have carried out an employment land review that informed the Plan in relation to the availability and suitability of industrial sites. As such, there are 2 policies within the Rebalancing Employment Land chapter of the HLLP2 that deal with Strategic Industrial Locations, Locally Significant Industrial Sites, Locally Significant Employment Locations and Hotel and Office Growth Locations.
84. The proposed expansion of Heathrow Airport as set out in the ANPS is a significant infrastructure project. As such, it is likely to have implications for sites within the vicinity of its boundary; both during the construction phase and in the longer term. Therefore, it is necessary in the interests of deliverability to modify the supporting text of the chapter deleting references to Bath Road, Hayes as a Locally Significant Employment Location given its proximity to the boundary of the Heathrow expansion area (MM62). Furthermore, a consequential modification is necessary to delete references to

the Heathrow perimeter sites and Bath Road in policy SEA 2 - Hotel and Office Growth Locations in the interests of consistency with ANPS and deliverability of the Plan (MM63).

85. In reaching this conclusion I have carefully considered the overall scale of the airport infrastructure project and the potential implications of its construction and subsequent operation. With the final design of the Heathrow expansion project still to be resolved I consider that a review of the deleted sites in close proximity to the airport should be carried out in the **Council's** early review of the Local Plan when greater detail is likely to be available.

Green Belt, Metropolitan Open Land and Green Chains

86. Policy EM2 of the HLPP1 seeks to **protect Hillingdon's** Green Belt, Metropolitan Open Land and Green Chains; stating that minor adjustments to the Green Belt and Metropolitan Open Land will be undertaken in the HLPP2. Thus, the Green Belt, Metropolitan Open Land and Green Chains chapter of the HLPP2 seeks to ensure that these are protected and enhanced.
87. The HLPP2 proposes a number of minor changes to the Green Belt boundary that have been proposed to take account of mapping errors, planning permissions (including Terminal 5 at Heathrow), and changes in physical features. These are detailed in the Green Belt Assessment Update document (2013) and shown on the Policies Map and would ensure the boundary is logical and robust. Consequently, exceptional circumstances exist to justify these boundary changes.
88. Since the publication of the HLPP2 in 2015, further evidence in the form of representations has identified opportunities to refine the Green Belt boundaries at Lake Farm School, 8 Woodfield Terrace, The Dairy Farm Cricket Ground, Duval House and 63 Daleham Drive. These have, resulted in further minor changes to the Green Belt boundary to allow more logical and defensible Green Belt boundaries to be created. These changes, as shown on the Policies Map and as amended through further changes illustrated in the post hearing consultation MM and Atlas of Change documents, are logical and justified. Consequently, exceptional circumstances exist to justify these boundary changes.
89. I have had regard to the representations that sought revisions of the Green Belt boundaries at Brunel University and Douay Martyrs Academy. However, the promoted revisions would amount to significant changes to the Green Belt and as such they would therefore conflict with Policy EM2 of the HLPP1. Consequently, these are both matters that would be more appropriately **considered during the Council's early review of the Local Plan.**
90. With regard to Metropolitan Open Land it is necessary to ensure that the Plan is effective and justified to amend the boundary of Falling Lane Recreation Ground, Yiewsley to reflect the full extent of the recreation ground. Furthermore, in relation to local nature reserves minor changes are required to define the boundaries of **Frays Island and Mabey's Meadow, Huckerby's Meadow** and Frays Farm Meadows. These changes, as shown on the Policies Map and as amended through further changes illustrated in the MM and Atlas of Change documents, are logical and justified.

Community Infrastructure

91. The Community Infrastructure chapter of the HLPP2 seeks to make provision for education and healthcare needs that arise from growth and demographic change in Hillingdon as set out in HLPP1. A modification is necessary in the interests of clarity and precision to update the supporting text of the policy to take into account the latest position in the Borough as a result of revised national and London-wide growth projections. These demonstrate an increased need for school places, new forms of entry, health care and primary care provision. In reaching this conclusion I consider that the modification would address some of the concerns advanced by local interested parties and their representatives regarding an increase in demand for facilities and services. The modification **along with the Council's** clear commitment to an early review of the Local Plan is likely to ensure that the delivery of the required community infrastructure is commensurate with economic growth in Hillingdon (MM64).

Minerals Safeguarding

92. HLPP1 policies EM9 and EM10 seek to safeguard and promote areas that make **a proportionate contribution to West London's minerals resources**. As such, the Minerals Safeguarding chapter of HLPP2 identifies areas of safeguarded mineral resource. To ensure that the chapter is consistent with the terminology used in the national Planning Practice Guidance (PPG) a **modification is necessary to rename the chapter 'Minerals Development'** (MM65). Moreover, a modification **to the chapter's supporting text** to ensure that the policy is up to date and consistent with the LP and PPG along with the inclusion of an additional site **'Land at Bedfont Court'** as an Area of Search (MM66, MM67).

Conclusion

93. In summary the Site Allocations and Designations policies of the HLPP2, subject to the main modifications identified are justified and consistent with the HLPP1, and national policy and in general conformity with the LP. As such, the allocations and designations are positive and deliverable within the plan period.

Monitoring and Delivery

94. Hillingdon's Authority Monitoring Report will monitor the performance of the Plan and provides most of the necessary evidence on which to assess the success or failure of delivery and what alternatives might reasonably be provided if necessary. A full review of the HLPP2 within the plan period is not anticipated, **due to the Council's commitment to an early review of the Local Plan**. Notwithstanding this, the HLPP2 sets out clear timescales for delivery and the **Council's** monitoring regime should ensure that any risks to non-delivery are **'flagged up'** and **interventions made to alleviate risks should this prove necessary**.

Assessment of Legal Compliance

95. My examination of the legal compliance of the Plan is summarised below.
96. The London Borough of Hillingdon Local Plan: Part 2 has been prepared in **accordance with the Council's Local Development Scheme.**
97. Consultation on the Local Plan and the MMs was carried out in compliance with **the Council's Statement of Community Involvement.**
98. Sustainability Appraisal has been carried out and is adequate.
99. The Habitats Regulations Appropriate Assessment Screening Report August 2014 sets out why an AA is not necessary.
100. The Local Plan includes policies designed to secure that the development and **use of land in the local planning authority's area contribute to the mitigation** of, and adaptation to, climate change. These include the various policies setting out the approach in relation to reducing carbon emissions, air quality, managing transport impacts and reducing the need to travel. Furthermore, there are policies that seek to manage flood risk and promote living walls and roofs and on-site vegetation. Accordingly, the plans taken as a whole, achieve this statutory objective.
101. The Local Plan is in general conformity with the spatial development strategy (The London Plan).
102. The Local Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.
103. I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included my consideration of several matters during the examination including amongst other things the provision of additional pitches and the introduction of a criteria-based policy to meet the needs of the Gypsy and Traveller and Travelling Show People communities, along with policies relating to the provision of affordable housing, sheltered housing and care homes.

Overall Conclusion and Recommendation

104. The Plan has a number of deficiencies in respect of soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.
105. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix, the London Borough of Hillingdon Local Plan: Part 2 satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

Jameson Bridgwater

Inspector

This report is accompanied by an Appendix containing the Main Modifications.

Hillingdon Local Plan Part 2

Schedule of Main Modifications

Proposed text is shown **underlined and bold**. Deleted text is shown ~~**struck through and bold**~~. Where additional modifications have been made to text already in bold (such as to policy wording) the text appears as struck through or underlined.

Indicative site maps are also included in the Schedule to aid understanding but do not form part of the Main Modifications.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
MM1	Development Management Policies Supporting text Page 8 Paragraph 2.8	<i>Insert additional text within the existing paragraph 2.8 to read as follows:</i> <u>In accordance with relevant policies in the London Plan, mixed use developments will be supported where they assist with the renewal and modernisation of the remaining office stock.</u>
MM1	Development Management Policies Policy wording Page 8	<i>Amendment to Criterion D) i) of the policy as follows:</i> There is no realistic prospect of the land being used for industrial or warehousing purposes in the future; <u>and in accordance with criterion A,B or C; or</u>
MM2	Development Management Policies Policy Wording Page 9	<i>Additional criteria (v) to be added to the policy as follows:</i> <u>“The proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.”</u>
MM3	Development Management Policies Page 10 Supporting Text Paragraph 2.15	Amend paragraph 2.15 as follows Local Plan Part 1 Policy E2: Location of Employment Growth directs office development to three core growth areas: of Uxbridge Town Centre, Stockley Park and Heathrow Perimeter. These first two of these areas are spatially defined through designation in the Site Allocations and Designations document and described below. In addition, office development will also be considered suitable in designated town centres and in LSEs, where it can be demonstrated that the proposals will not lead to the significant loss of and increased demand for light industrial accommodation. <u>The Heathrow Perimeter LSEs have been removed from the Site Allocations and Designations document to ensure consistency with the Airports National Policy Statement.</u>
MM3	Development	<i>Delete paragraph 2.18</i>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	Management Policies Page 11 Supporting Text Paragraph 2.18	<p>Heathrow Perimeter</p> <p>2.18 Heathrow attracts major hotels, offices, employment, hotel and airport related uses. To ensure the most sustainable outcomes, airport related uses are intended to be located within the airport boundary and other activities are directed to appropriate locations around the Perimeter. The most suitable locations for office growth around Heathrow are identified in the site Allocations and Designations document.</p>
MM3	Development Management Policies Page 11 Policy wording	<p><i>Amendment to criterion A) of the policy as follows:</i></p> <p>A) The Council will support proposals for new office development in the preferred locations of the Heathrow Perimeter, Stockley Park and Uxbridge Town Centre, as defined in the Site Allocations and Designations document.</p>
MM3	Development Management Policies Page 12 Policy wording	<p><i>Amendment to Criterion F) of the policy as follows:</i></p> <p>Proposals for offices outside town centres and identified office growth locations will generally not be permitted., <u>preferred office growth locations, and Locally Significant Employment Locations will be required to demonstrate that no other sequentially preferable locations are available.</u></p>
MM4	Development Management Policies Page 14 Supporting Text Para 2.26	<p>Policy E2: Location of Employment Growth in the Local Plan Part 1 notes that hHotel growth will be encouraged in Uxbridge and Hayes and on sites outside of designated employment sites on the Heathrow Perimeter. These areas are identified and designated in the Site Allocations and Designations document. In accordance with national planning policy, hotel development of an appropriate scale will also be acceptable in other town centres, subject to the provisions of other policies in this Plan.</p>

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
MM4	Development Management Policies Page 14 Supporting Text Para 2.27	The Heathrow area is subject to specific pressures <u>demand</u> for land uses related to the airport, which include a mix of industrial, warehouse and storage, offices and tourist development. Policies in the Local Plan Part 1 set a requirement to ensure that airport related development remains within the airport boundary and does not put pressure on the Green Belt in terms of encroachment.

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
MM5	Policy DMTC1 Page 21 Policy wording (additional criteria)	<i>Addition of the following criteria as part B of the policy. Other criteria will be relabelled accordingly.</i> <u>B) Residential use of ground floor premises in primary and secondary shopping areas and in designated parades will not be supported.</u>
MM6	Page 21 Supporting Text Paragraph 3.7	<i>Addition of the following text:</i> 3.7 Ensuring the viability of Hillingdon’s retail centres by managing their land uses is considered integral to the economic and social prosperity of Hillingdon. Vibrant town centres need to have a “critical mass” appropriate to their role in the network and an appropriate level of diversity of retail development to attract consumers of all ages and backgrounds on a regular basis at different times of the day and throughout the year. <u>However, the Council will consider proposals which constitute a departure from the policies in this chapter, where they provide clear and long lasting benefits to the vitality and viability of town centres in the borough.</u>
MM6	Development Management Policies Page 23 Policy wording	<i>Amendments to Part B of the policy:</i> B) In secondary shopping areas, the Council will support the ground floor use of premises for retail; financial and professional activities; restaurants, cafes, pubs and bars; launderettes and other coin operated dry cleaners; community service offices, including doctor’s surgeries, provided that: i) a minimum of 50% of the frontage is retained in retail use; and

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		<p>ii) Use Class A5 hot food takeaways <u>the uses specified in policy DMTC 4</u> are limited to a maximum of 15% of the frontage; and</p> <p>iii) the frontage of the proposed use is no more than 12m between Class A1 shops; and</p> <p>iv. iii) the proposed use does not result in a concentration of non retail uses which could be considered to cause harm to the vitality and viability of the town centre.</p>
	Development Management Policies Page 23 Policy wording	<p><i>Addition of Part C to the policy as follows:</i></p> <p><u>The Council will give consideration to the provision of community facilities within secondary frontages where it can be demonstrated that these will be open to members of the public and would support the vitality and viability of the centre.</u></p>
	Development Management Policies Page 23 Policy wording	<p><i>Addition of Part D to the policy:</i></p> <p><u>Outside of defined primary and secondary areas, proposals for a change of use from A1 retail will be permitted, provided the change does not result in the loss of an essential local service.</u></p>
MM7	Development Management Policies Page 26 Policy Wording	<p><i>It is proposed to delete Part A of the policy with subsequent parts of the policy updated accordingly.</i></p> <p>A) The Council will protect local centres and resist proposals that may impact on their vitality and viability by:</p> <p>i) ensuring the retention of at least one in three or 70% of Class A1 shops;</p> <p>ii) allowing proposals for change of use of an A1 shop, subject to the following provisions:</p> <p>(a) the centre as a whole includes essential local shop uses sufficient in number, range and choice to serve the surrounding residential area; and</p> <p>(b) the proposed use does not provide a local service</p> <p>iii) ensuring A5 hot food takeaways are limited to a maximum of 15% of the frontage.</p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		<p>B) A) The Council will protect and enhance the function of local centres and local shopping parades by retaining uses that support their continued viability and attractiveness to the locality it they serves. In considering applications for changes of use of shops it the Council will ensure that:</p> <p>i) the local centre or shopping parade retains sufficient essential shop uses to provide a range and choice of shops appropriate to the size of the parade and its function in the Borough shopping hierarchy;</p> <p>ii) at least of 50% of the local centre or shopping parade is retained as Use Class A1 shops; and</p> <p>iii) A5 hot food takeaways are limited to a maximum of 15% of the frontage; and</p> <p>iiiv) the surrounding residential area is not deficient in essential shop uses</p>
MM8	<p>Development Management Policies</p> <p>Page 27</p> <p>Supporting Text</p> <p>Paragraph 3.20</p>	<p><u>The Mayor of London's Town Centres SPG encourages boroughs to manage over concentrations of certain activities, such as betting shops, hot food takeaways and pay day loan outlets. In considering unacceptable concentration of hot food take aways, drinking establishments, betting shops, night clubs, casinos amusement centres and similar uses, t</u>The Council will apply the maximum threshold for these uses of 15% of primary and secondary frontages as set out in criteria A ii) and B ii) of Policy DMTC 2: Primary and Secondary Shopping Areas A (ii) and DMTC 3: Maintaining the Viability of Local Centres and Local Parades A (iii). A Supplementary Planning Document will be prepared to provide more detailed guidance on the issues raised by these uses, including the proximity of hot food takeaways to schools.</p>
Chapter 4 New Homes		
Policy DMH 9 Gypsies and Travellers and Travelling Show-People		
MM9	<p>Development Management Policies</p> <p>Page 39</p>	<p><i>Paragraph 4.26 to be amended to as follows:</i></p> <p><u>"For the purposes of planning policy, T</u>the Site Allocations and Designations document identifies sufficient provision to meet the Gypsy and Traveller pitch provision needs over the period of the Local Plan. Planning applications for new sites will be assessed in accordance with Policy DMH 9, which complements the high level principles in Ppolicy H3 Gypsy</p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	Paragraph 4.26	and Traveller Pitch Provision of the Local Plan Part 1."
MM9	Development Management Policies Page 39 Insert whole new policy after paragraph 4.26	<p><i>Insert the following new policy as DMH 9 Gypsies and Travellers and Travelling Show-People.</i></p> <p><u>POLICY DMH 9: Gypsies and Travellers and Travelling Show-People</u></p> <p><u>Provision to meet the needs of Gypsies, Travellers and Travelling Show-persons, including those for new sites and pitches will be supported where:</u></p> <p><u>i) Need is adequately evidenced through an up to date needs assessment, undertaken using an agreed, quality-assured methodology;</u></p> <p><u>ii) The site is not located in the Green Belt or Metropolitan Open Land, unless there are very special circumstances;</u></p> <p><u>iii) The site is otherwise suitable for residential development and the necessary infrastructure requirements will be made available as part of the development proposal;</u></p> <p><u>iv) The site will have safe access to the highway and will not result in any unacceptable impact on the capacity and environment of the highway network;</u></p> <p><u>v) The site is in a sustainable location and in reasonable proximity to relevant services and facilities, including transport, education, healthcare and other community infrastructure provision;</u></p> <p><u>vi) The ability to achieve neighbourliness can be demonstrated in relation to the living conditions of current or future residents of the site and its interaction with its neighbours and neighbourhood;</u></p> <p><u>vii) Proposals demonstrate high quality design, sensitive to local character; and</u></p> <p><u>viii) Arrangements are put in place and included in an appropriately detailed management plan, to ensure the proper management of the site.</u></p>
MM10	Development Management	<p><i>Amendments to Part A of the Policy as follows:</i></p> <p><u>The Council will expect development proposals to avoid harm to the historic environment.</u> Development that has an</p>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	Policies Page 42 Policy DMHB 1 Part A	effect on heritage assets will only be supported where: ii) it will not lead to substantial harm or total loss of significance without providing substantial public benefit that outweighs the harm or loss; it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
MM11	Development Management Policies Pages 57 -61 Amendments to existing policies DMHB 12 and DMHB 13 to create a new policy DMHB 13A Advertisements and Shop Signage	<p><i>A new policy is proposed to be inserted after the Policy DMHB 13 to address the issue of advertisements and shop signage. The policy brings together part C of DMHB 12: Streets and Public Realm, and part E and F of DMHB 13: Shopfronts. These clauses will be deleted from these policies.</i></p> <p><i>Paragraphs 5.48-5.49 associated with Policy DMHB 12 and 5.53 from DMHB 13 will be moved from their current position in the document and brought together to form a new policy and supporting text on Advertisements.</i></p> <p><i>The policy will be inserted into the document after Policy DMHB 13: Shopfronts.</i></p> <p>AMENDED POLICIES</p> <p>Policy DMHB 12 Streets and Public Realm</p> <p>A) Development should be well integrated with the surrounding area and accessible. It should:</p> <ul style="list-style-type: none"> i) improve the legibility and promote routes and wayfinding between the development and local amenities; ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area; iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space; iv) provide safe and direct pedestrian and cycle movement through the space; v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard; vi) where appropriate, include the installation of public art; and vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted. <p>B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.</p>

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		<p>C) In order to improve and maintain the quality of the public realm, advertisements, signs and hoardings will be required to demonstrate that:</p> <ul style="list-style-type: none"> i) they complement the scale, form, materials and architectural composition of the buildings of which they form a part; ii) they complement the visual amenity and character of the site and surrounding area; iii) they do not adversely impact on historic assets or their setting; iv) they do not have an adverse impact on public or highway safety; v) they do not lead to visual clutter; vi) they provide an appropriate type and level of illumination, suitable to the site and its surroundings; and vii) they enhance the visual amenity of vacant sites and building sites and the surrounding area during the construction period. <p>Policy DMHB13 Shopfronts</p> <p>A) New shopfronts and alterations to existing shopfronts should complement the original design, proportions, materials and detailing of the building of which it forms a part and the surrounding street scene.</p> <p>B) The Council will resist the removal of shopfronts of architectural or historic interest, particularly those listed on the Register of Locally Listed Buildings.</p> <p>C) New shopfronts must be designed to allow equal access for all users.</p> <p>D) Inset entrances on shopfronts should be glazed and well-lit to contribute to the attractiveness, safety and vitality of the shopping area and avoid blank frontages to the street.</p> <p>E) Shop signage will generally be limited to the strip above the shop window and below the upper floor, plus one projecting sign. Proposals for further advertising additional to the shop name will be resisted.</p> <p>F) Illumination to shopfronts must be sited and designed to avoid any visual intrusion from light pollution to adjoining or nearby residents. Flashing internal or external lighting and/or internally illuminated box lights will not be permitted.</p> <p>G) Blinds, canopies and shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its setting. External security grilles will not normally be permitted, unless they are of good quality design.</p>

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		<p>H) In order to improve and maintain the quality of the public realm, the design of shopfronts should be of a high quality, taking into consideration:</p> <ul style="list-style-type: none"> i) retention and maintenance of active shopfronts at all times; ii) the relationship between the shopfront and upper floors; iii) the relationship with surrounding shopfronts and buildings; iv) the use of materials which are appropriate to and enhance the character of the local area; and v) the value of existing architectural and historic features. <p><i>Proposed new policy and supporting text</i></p> <p><u>Advertisements</u></p> <p><u>Advertisement proposals, including fascia and projecting signs, poster panels and free standing advertisements, should not contribute to street clutter and should be appropriate to the age and character of the buildings and areas of which they form a part. The impact of advertisements on the fabric and setting of historic assets should be taken into consideration and their cumulative impact needs to be understood to ensure that they do not adversely impact on the setting of heritage assets, the quality of the public realm or the visual amenity of the area. (moved from paragraphs 5.48 and 5.49)</u></p> <p><u>Shop signage, including projecting signs and illumination, which is poorly designed and sited, can have an adverse impact on the character of the area. Planning applications for shop signage should refer to Policy DMBH 12: Streets and the Public Realm criterion C) in this chapter. More detailed design guidance on all aspects of shopfront design can be found in Appendix B. (moved from paragraph 5.51)</u></p> <p><u>Policy DMHB 13A: Advertisements and Shop Signage</u></p> <p><u>A) In order to improve and maintain the quality of the public realm, advertisements, signs and hoardings will be required to demonstrate that:</u></p> <ul style="list-style-type: none"> <u>i) they complement the scale, form, materials and architectural composition of the individual buildings of which they form a part;</u>

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		<p><u>ii) they complement the visual amenity and character of the site and surrounding area;</u> <u>iii) they enhance historic assets and their setting;</u> <u>iv) they do not have an adverse impact on public or highway safety;</u> <u>v) they do not lead to visual clutter;</u> <u>vi) they provide an appropriate type and level of illumination, suitable to the site and its surroundings; and</u> <u>vii) they enhance the visual amenity of vacant sites, building sites and the surrounding area during the construction period.</u></p> <p><u>B) Shop signage will generally be limited to the strip above the shop window and below the upper floor, plus where appropriate one projecting sign. Proposals for further advertising additional to the shop name will be resisted.</u></p> <p><u>C) Illumination to shopfronts must be sited and designed to avoid any visual intrusion from light pollution to adjoining or nearby residents. Flashing internal or external lighting and/or internally illuminated box lights will not be permitted.</u></p>				
MM12	<p>Development Management Policies Page 65 - 66 Paragraph 5.67 Table 5.3: Residential Density Matrix</p>	<p><i>Densities contained in Table 5.3 have been amended to reflect Table 3.2 in the London Plan. In addition, paragraph 5.67 should be replaced with the following text:</i></p> <p><u>Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in close proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid range density scales. However, it is also recognised that areas such as Uxbridge town centre and Hayes Housing Zone are more suited to higher density development, which in some cases may exceed London Plan Standards. Table 5.3 below represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.</u></p> <p>5.67 Given Hillingdon's location as an outer London borough, it is appropriate that the application of the London Plan matrix will lean heavily towards the lower to mid range of the density scales.....</p> <p>Table 5.3: Residential Density Matrix</p> <table border="1" data-bbox="577 1321 1899 1369"> <thead> <tr> <th>Location</th> <th>PTAL</th> <th>Setting</th> <th>Dwelling Type</th> </tr> </thead> </table>	Location	PTAL	Setting	Dwelling Type
Location	PTAL	Setting	Dwelling Type			

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					Detached and linked houses Ave. 3.5 hr/unit	Terraced houses and flats Ave. 3.3 hr/unit	Mostly Flats Ave. 3 hr/unit
		Uxbridge Town Centre	4 - 6	Central	175 - 385 hr/ha 50 - 110 u/ha	170 - 500 <u>792</u> hr/ha 55 - 175 <u>240</u> u/ha	495 - 800 <u>1,100</u> hr/ha 165 - 405 u/ha
		West Drayton/ Hayes Town Centres	3 - 6	Urban	175 - 385 hr/ha 50 - 110 u/ha	170 - 500 <u>660</u> hr/ha 55 - 175 <u>200</u> u/ha	450 - 670 <u>750</u> hr/ha 150 - 190 <u>250</u> u/ha
		Other town centres	2 - 3	Suburban/ <u>urban</u>	140 - 200 hr/ha 35 - 65 u/ha	155 - 248 <u>396</u> hr/ha 50 - 80 <u>120</u> u/ha	200 - 250 <u>510</u> hr/ha 80 - 400 <u>170</u> u/ha
		Residential areas with suburban character within 800m of a town centre*	2 - 3	Suburban/ <u>urban</u>	105 - 175 hr/ha 35 - 50 u/ha	108 - 170 <u>264</u> hr/ha 35 - 55 <u>80</u> u/ha	150 - 225 <u>330</u> hr/ha 50 - 75 <u>110</u> u/ha
		Other non town centre areas	0 - 2	Suburban/semi rural	105 - 150 hr/ha 35 - 50 u/ha	105 - 150 <u>231</u> hr/ha 35 - 50 <u>70</u> u/ha	105 - 150 <u>300</u> hr/ha 35 - 50 <u>100</u> u/ha
		PTAL - Public Transport Accessibility Level hr - habitable room ha - hectare					

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		*Substantial pockets of residential uses within town centres are also likely to fall within this category
MM13	Development Management Policies Page 70-71 Paragraph 5.82 Support text	<p><i>Amend Paragraph 5.82 as follows:</i></p> <p>Residential moorings require planning permission and are therefore can be regulated by the planning system. There are a range of moorings available for boaters on the Grand Union Canal, including visitor moorings, long term leisure moorings, commercial moorings and residential moorings. Permanent residential and commercial moorings require planning permission and are therefore regulated through the planning system. Other types of moorings are not controlled through the planning system. Moorings providing other land uses are controlled by the Canal and Rivers Trust's statutory powers. However a Any physical works to create a mooring (installation of pontoon or landing stage) will require planning permission as this is considered development and will require planning permission. The Council is required to formally consult the Canal & River Trust on any planning application for development likely to affect any inland waterway or reservoir owned or managed by the Canal & River Trust.</p>
MM13	Development Management Policies Page 97 Policy Wording	<p><i>Amendments to the policy as follows:</i></p> <p>Policy DMHB 20: Moorings</p> <p>Planning applications for the establishment of moorings will be assessed in relation to the following criteria:</p> <p>i) moorings should generally be located on urban stretches of the canal and not on rural or open stretches where they would be incongruous and out of keeping;</p> <p>ii) moorings should be located so that they do not interfere with other uses of the canal, or use of the bank or towpath, and should generally be located off the canal in a marina or basin, or on the non towpath side; <u>Moorings and associated development and servicing should be located so they do not impede other canal and waterside uses, paths or access to the waterway;</u></p> <p>iii) the number and density of boats moored at any point should not act as a barrier separating people on the bank from the canal, or exert a detrimental effect on the canal; <u>The number and density of moorings in any one location should be appropriate to their location on the waterway and should not separate people from the waterway or interfere with navigation;</u></p>

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		<p>iv) provision for service vehicles and car parking must be made in a form which will not adversely affect the amenity of the canal;</p> <p>v) adequate service facilities must be provided; and <u>Adequate servicing, including provisions for appropriate utility connections, must be provided; and</u></p> <p>vi) development must take account of the Canal and River Trust document "Hillingdon Towpaths, June 2015" <u>Development should take account of guidance contained in the relevant publications from the Canal & River Trust.</u></p>
MM14	Development Management Policies Page 75 Policy Wording	<p><i>Criteria C of the policy will be amended as follows:</i></p> <p>Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, <u>where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an offsite contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost</u></p>
MM14	Development Management Policies Page 75 Policy wording and footnote	<p><i>The term 'allowable solution' will not be included in the policy and footnote 8 should therefore be removed.</i></p>

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MM15	Development Management Policies Page 79 Policy wording	<i>Amend criteria A of policy as follows:</i> A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very exceptional special circumstances.
MM16	Development Management Policies Page 81 Supporting Text Paragraph 6.28	<i>Amendment to Paragraph 6.28 to insert underlined text:</i> It is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. The Council will apply Natural England's standing advice at validation stage. Applications will only be validated if they have the appropriate information. Where initial assessments recommend further surveys, these will be expected to be provided as part of a planning submission. <u>All ecological reports or information submitted should adhere to nationally accepted best practice survey standards and be consistent with the British Standard BS 42020: 2013 Biodiversity – Code of Practice for Planning and Development or an updated variation. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator (as updated) to inform decisions on no net loss and net gain.</u>
MM16	Development Management Policies Page 82 Paragraph 6.29	<i>Additional text inclusion as follows:</i> 6.29 The Borough's rivers and canals support a diverse range of wildlife, which unfortunately has been put under pressure from historic development. The Council requires particular attention to be given to waterside development. All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to demonstrate that they are contributing to a net gain in biodiversity value, <u>through the provision of green infrastructure where appropriate.</u>
MM17	Development Management Policies Page 82	<i>Policy DMEI 7 will be amended as follows:</i> A) The design and layout of new development should retain and enhance any existing features of biodiversity <u>or geological</u> value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a

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	Policy wording and supporting text	<p>legal agreement.</p> <p>B) If development is proposed on or near the vicinity of to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological or geological value.</p> <p><u>D) Proposals that would be detrimental to sites designated for nature conservation will be resisted. Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated for, will normally be refused.</u></p> <p><i>Insert additional paragraph after paragraph 6.29.</i></p> <p><u>In addition to designated areas of important biodiversity, Hillingdon contains one Regionally Important Geological Site (RIGS) at The Gravel Pits, Northwood. This site is identified by the Policies Map and protected by policy DMEI 7. In accordance with The London Plan, the Council will develop a management plan for this site to promote public access, appreciation and interpretation of geodiversity.</u></p>
MM18	Development Management Policies Page 86	<p><i>Amendment of criteria F of policy as follows:</i></p> <p>F) All development alongside or that benefits from a frontage on the Grand Union Canal will be expected to contribute to <u>the improvement of the Canal.</u> improvements to biodiversity improvements to the c Canal.</p>
MM19	Development Management Policies Page 87	<p><i>The following wording should replace criteria A:</i></p> <p><u>Development proposals in flood zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.</u></p>

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MM19	Development Management Policies Page 87 Policy wording	<i>Insert new policy criteria after A:</i> <u>Development proposals in these areas will be required to submit an appropriate level Floor Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.</u>
MM20	Development Management Policies Page 90	<i>Amendment to Criterion B) as follows:</i> All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% an appropriate allowance for climate change for the worst storm duration.
MM20	Development Management Policies Page 91 (J)	<i>Addition of the following wording to Part J of the policy:</i> J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. <u>Where there is a capacity constraint the Local Planning Authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.</u>
MM21	Page 95	<i>Amendment to Criterion B) iii) as follows:</i> Actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.
MM22	Development Management Policies Page 97	<i>Amend title of policy as follows:</i> <u>DMIN1 Safeguarded Preferred</u> Areas offer Minerals <u>Extraction</u> and Aggregates Railheads <i>Part A of the policy will be amended as follows:</i>

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	Policy title and wording	<p>A) The following <u>specific site, preferred</u> areas <u>and areas of search</u> will be protected for the extraction of sand and gravel reserves:</p> <ol style="list-style-type: none"> 1. Land west of Harmondsworth Quarry (<u>Preferred Area</u>) 2. Land north of Harmondsworth (<u>Preferred Area</u>) 3. Land at Sipson Lane east of the M4 Spur (<u>Specific Site</u>) <u>4. Bedfont Court Estate (Area of Search)</u>
MM23	<p>Development Management Policies</p> <p>Page 97</p> <p>New Policy to be added <i>after</i> MIN 1: Mineral safeguarding to assess proposals for new mineral development</p> <p>Supporting text and policy wording</p>	<p><i>Additional policy to be added after DMIN 1: Mineral safeguarding to assess proposals for new mineral development:</i></p> <p><i>Supporting Text</i></p> <p><u>Mineral development will be permitted only where a need has been demonstrated and the applicant has provided information sufficient for the mineral planning authority to be satisfied that there would be no significant adverse impacts arising from the development. Proposals for development within preferred areas will be expected to address the key development requirements set out for each.</u></p> <p><i>Proposed new policy wording</i></p> <p><u>Policy DMIN 1A: Assessing Proposals for New Minerals Development</u></p> <p><u>Proposals for minerals development will be permitted subject to it being demonstrated that the development would not have an unacceptable impact, including cumulative impact, with other developments upon:</u></p> <ol style="list-style-type: none"> <u>i) Local amenity (including demonstrating that the impacts of noise levels, air quality and dust emissions, light pollution and vibration are acceptable);</u> <u>ii) The health of local residents adjoining the site;</u> <u>iii) The quality and quantity of water within water courses, groundwater and surface water;</u>

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		<p><u>iv) Drainage systems;</u></p> <p><u>v) The soil resource from the best and most versatile agricultural land;</u></p> <p><u>vi) Farming, horticulture and forestry;</u></p> <p><u>vii) Aircraft safety due to the risk of bird strike;</u></p> <p><u>viii) The safety and capacity of the road network;</u></p> <p><u>ix) Public Open Space, the definitive Public Rights of Way network and outdoor recreation facilities;</u></p> <p><u>x) The appearance, quality and character of the landscape, countryside and visual environment and any local features that contribute to its local distinctiveness;</u></p> <p><u>xi) Land stability;</u></p> <p><u>xii) The natural and geological environment (including biodiversity and ecological conditions for habitats and species); and</u></p> <p><u>xiii) The historic environment including heritage and archaeological assets.</u></p>
MM24	Development Management Policies Page 100 Policy wording	<p><i>Amendment to Criterion B) of policy as follows:</i></p> <p>B) Planning permission for aggregates recycling on active minerals extraction sites and existing landfill sites will be granted supported, subject to local amenity and other policies within the Local Plan. Applications for aggregates recycling sites in other areas such as Strategic Industrial Locations will be required to satisfy other relevant policies in the Local Plan including the West London Waste Plan.</p>
MM25	Development Management Policies Page 103 Supporting text	<p><i>Amend paragraph 7.9 to 7.13 as follows:</i></p> <p>7.9 The Local Authority has a statutory duty to ensure the sufficiency of school places and childcare provision in its area. In recent years there has been a dramatic rise in forecast numbers due to a significant and sustained rise in birth rates and changes to migration. The demand for school places in Hillingdon has been rising in recent years and is forecast to continue to rise in line with national and London-wide predictions. Demand for reception places at primary school level is being driven in part by rising birth rates, new house building and families moving into the</p>

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	Paragraphs 7.9 -7.13	<p><u>Borough. Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme.</u></p> <p>7.10 The anticipated increase in provision is now for over 30 forms of entry at primary level alone. <u>The Council's updated forecast shows that demand for primary places in the north of the Borough appears to be reaching a plateau. However, there remains a residual need for a small number of additional forms of entry. Demand for places in the south of the Borough is still forecast to grow, particularly in the Hayes area where the majority of housing growth is expected to take place.</u> Where a new educational facility is proposed, they should maximise use by local communities, including through their accessible location and design, consistent with the requirements of other relevant development management policies. Measures to ensure community uses will be pursued, including Community Use Agreements between the educational facility and local communities.</p> <p>7.11 <i>RETAINED</i></p> <p>7.12 The Council has already invested significantly in additional school places in the primary sector. Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme to date. However, the latest forecast for school places indicates a residual need for up to three additional Forms of Entry (FE)11 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. <u>The Council's latest Strategic Infrastructure Plan (SIP) contains an up to date assessment of school place needs over the period of the Local Plan. In the 5 year period up to 2021/22, the SIP identifies a need to provide 9 primary forms of entry; 2 in the north of the borough and 7 in the south.</u></p> <p>7.13 Over the same period, there is an identified need for 12 secondary forms of entry: 9 in the north of the borough and 3 in the south. 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. Further details on proposals to address secondary provision are contained in the Site Allocations and Designations document.</p> <p><i>Deletion of footnote 11</i></p>
MM26	Development Management	<i>New policy to assess proposals for new schools and school expansions:</i>

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	Policies Page 106 New policy for insertion after paragraph 7.13	<p><u>Policy DMCI 1A: Development of New Education Floorspace</u></p> <p><u>Proposals for new schools and school expansions will be assessed against the following criteria:</u></p> <p><u>i. The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).</u></p> <p><u>ii. The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.</u></p> <p><u>iii. The location and accessibility of the site in relation to:</u></p> <ul style="list-style-type: none"> • <u>the intended catchment area of the school;</u> • <u>public transport; and</u> • <u>the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.</u> <p><u>iv. The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.</u></p>
MM27	Development Management Policies Page 116	<p><i>Amend Part B of the Policy as follows:</i></p> <p>Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the <u>appropriate</u> thresholds. set out in Table 8.21 and any subsequent update to these thresholds. All major developments¹⁴ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.</p>
MM27	Development Management	<i>Delete Table 8.1: Thresholds for Transport Assessment and Travel Plans.</i>

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	Policies Page 117	
MM28	Development Management Policies Page 124 Supporting text Paragraph 8.30	<i>Amendment to Paragraph 8.30 as follows:</i> Hillingdon's parking standards are based on those contained in the London Plan with some variance to address local circumstances in terms of employment sites and residential uses. <u>The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level.</u> Uxbridge is a key centre for the office market in West London and more generous levels of parking are necessary in order to compete with neighbouring local authorities outside London.
MM29	Development Management Policies Development Management Policies Page 128 Paragraph 8.48	<i>Delete paragraph 8.48</i> Whilst the Council recognises the economic importance of the airport, it remains firmly opposed to any proposal to expand Heathrow beyond its boundary. This is consistent with the Mayor of London's position on the future of Heathrow Airport as set out in Policy 6.6: Aviation of the London Plan. While supporting the continuation of Heathrow Airport, the Plan states that the Mayor is strongly opposed to any further expansion at Heathrow involving an increase in aircraft movements.
MM29	Development Management Policies Page 129 Paragraph 8.51	<i>Delete paragraph 8.51</i> It should be noted that the nature, scale and timing of any requirement for additional capacity at Heathrow and other airports is currently has been being considered by the Airports Commission within a report expected published in July 2015 <i>Replace with:</i> <u>The Airports National Policy Statement was designated by the Secretary of State for Transport on 26 June 2018. This sets out the policy framework for expansion at Heathrow Airport and primary basis for decision making on any</u>

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Ref	Document/ Page/Para Number	Proposed Modifications
		<u>development consent application for a new north-west runway.</u>
MM29	Development Management Policies Page 129 Policy wording	<p><i>Amend policy wording and delete relevant footnotes as follows:</i></p> <p>A) Development proposals within the Heathrow Airport boundary will only be supported where:</p> <p>i) they relate directly to airport related use or development*;</p> <p>ii) there is no intensification of noise and aircraft movements or increase in car parking numbers beyond the currently permitted levels in the Secretary of State’s decision on planning application 47853/93/24631;</p> <p>iii) there is no detrimental impact to the safe and efficient operation of local and strategic transport networks;</p> <p>iv) they comply with Policy DME1 14: Air Quality</p> <p>v) there are no other significant adverse environmental impacts; where relevant, an environmental impact and/or transport assessment will be required with appropriate identification of mitigation measures; and</p> <p>vi) they comply with all other relevant policies of the Local Plan.</p> <p>B) Development proposals for airport related uses or development* on sites outside the Heathrow Airport boundary will only be supported where there is a justification for the need for the development to locate there and, where relevant, an environmental impact and/or transport assessment and identification of mitigation measures.</p> <p>*Airport related uses or development is to be taken as any use or development that falls within the following: offices, air cargo transit sheds, hire facilities, flight catering, freight forwarding and airport industry and warehousing and, is development in connection with the provision of services and activities relating to the movement or maintenance of aircraft or with embarking, disembarking, loading, discharge or transport of passengers, livestock or goods. It also includes the provision of services and facilities for any staff employment to provide these functions.</p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
MM30	Site Allocations and Designations document Throughout the document.	<i>Where housing capacity is referred to in SA policies, the words 'up to', 'a maximum of' and 'a minimum of' will be removed and the policy reworded where necessary to refer to just the number.</i>
MM31	Site Allocations and Designations document Throughout the document.	<i>Where new home sites have planning consent for residential development, the policy text will be reworded to state that the site should be developed in accordance with the broad parameters of the approved scheme, subject to site specific constraints.</i>
MM32	Site Allocations and Designations document Page 9 After Paragraph 2.12	<p><i>The following is to be inserted after Paragraph 2.12:</i></p> <p><u>Hayes Housing Zone</u></p> <p><u>Housing Zones were introduced by the Mayor's Housing Strategy to speed up the number of homes being built across the capital, in areas with high development potential. They offer a range of measures to meet this objective including planning support, assistance with land assembly, infrastructure funding and support with land remediation.</u></p> <p><u>The Hayes Housing Zone is expected to deliver a significant proportion of the Council's housing requirement and includes many of the sites identified in this plan, particularly those in the wards of Botwell and Townfield.</u></p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		<div data-bbox="974 327 1608 774" data-label="Image"> </div> <p data-bbox="555 790 1971 917"><u>The Council has prepared a Development Infrastructure Funding Study (DIFS) to identify the specific items of infrastructure that are required to deliver growth in the Housing Zone and the associated cost of provision. The Council will also consider the preparation of further planning guidance to establish key design principles and ensure that development comes forward in a co-ordinated manner.</u></p> <p data-bbox="555 925 1993 1021"><u>The Council is keen to see sites come forward in Hayes Town Centre to complement the Housing Zone proposals with an improved retail offer and other defined town centre uses. The Eastern and Western Core sites offer a particular opportunity to regenerate Hayes Town Centre.</u></p>

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		 <p><u>Proposals for a mix of retail, residential and other town centre uses will be actively encouraged, subject to the agreement of key development principles, which are in general conformity with the policies and principles of this plan. Depending on the scale and content of the proposals, the Council will consider the production of a separate development brief for the site.</u></p>

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications						
		Road						
		SA 9 Audit House and Bellway House	Cavendish	Residential	34 <u>47</u>	34 <u>12</u>	0 <u>35</u>	0
		SA 12 Former Allotments and Melrose Close Car Park, Burns Close	Charville <u>Barnhill</u>	None	83	0	83 <u>0</u>	0 <u>83</u>
		SA 14 Master Brewer and Hillingdon Circus, Hillingdon	Hillingdon East	None <u>Retail/ Residential Mixed Use</u>	250-330 <u>390</u>	0	250-330 <u>0</u>	0 <u>390</u>
		SA 16 Northwood Station, Green Lane	Northwood	None	To be determined by design	TBC <u>0</u>	TBC <u>0</u>	TBC <u>To be determined by design</u>
		SA16A 36-40 Rickmansworth Road, Northwood	Northwood <u>d</u>	<u>Residential</u>	<u>21</u>	<u>0</u>	<u>21</u>	<u>0</u>
		SA 19 Braintree Road, South Ruislip	South Ruislip	Mixed Use	132 <u>163</u>	44 <u>0</u>	88 <u>163</u>	0
		SA 20 Bourne Court, South Ruislip	South Ruislip	None	49 <u>69</u>	0	49 <u>35</u>	0 <u>34</u>
		SA 21 Eagle House, The Runway, South Ruislip	South Ruislip	Residential	24 <u>22</u>	0	24 <u>11</u>	0 <u>11</u>

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications						
		SA 22 Chailey Industrial Estate, Pump Lane, Hayes	Townfield	None	198 + additional capacity on Site B to be determined by design.	0	198 <u>0</u>	198 + Additional capacity on Site B to be determined by design.
		SA 23 Silverdale Road/ Western View	Townfield	None	144 363	0	0 <u>82</u>	144 281
		SA 24 Benlow Works	Townfield	None	To be determined by design 36	TBC <u>0</u>	TBC <u>0</u>	36
		SA 25 297 - 299 Long Lane, Hillingdon	Uxbridge North	None	15-25 33	0	15-25 <u>0</u>	0 33
		SA 27 St Andrews Park - Annington Homes	Uxbridge North	None	120 330	0	<u>0</u>	120 330
		SA 28 St Andrews Park, Uxbridge	Uxbridge North	Mixed use development	1,340	232 260	944 777	164 303
		SA 30 Grand Union Park, Packet Boat Lane	Uxbridge South	Residential	110-190 251	110-190 <u>0</u>	0 <u>251</u>	0
		SA 31 Fasnidge Memorial Hall,	Uxbridge South	Residential	48 80	0	48 80	0

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications						
		Uxbridge						
		<u>New Site SA 31A Waterloo Wharf, Uxbridge</u>	<u>Uxbridge South</u>	<u>Residential</u>	<u>52</u>	<u>0</u>	<u>52</u>	<u>0</u>
		<u>New Site SA 31B Randalls Building, Uxbridge</u>	<u>Uxbridge South</u>	<u>Mixed Use</u>	<u>58</u>	<u>0</u>	<u>29</u>	<u>29</u>
		SA 32 Former NATS Site, Porters Way, West Drayton	West Drayton	Phased Mixed use	775	626 <u>571</u>	449 <u>204</u>	0
		SA 34 The Blues Bar, West Drayton	West Drayton	Residential-led Mixed use	38	38 <u>0</u>	0 <u>38</u>	0
		<u>New Site SA 34A Former West Drayton Police Station.</u>	<u>West Drayton</u>	<u>Residential</u>	<u>53</u>	<u>0</u>	<u>53</u>	<u>0</u>
		<u>New Site SA 34B Former British Royal Legion Building, Station Road</u>	<u>West Drayton</u>	<u>Residential</u>	<u>13</u>	<u>0</u>	<u>13</u>	<u>0</u>
		SA 38 Padcroft Works, Tavistock Road	Yiewsley	Mixed Use Development	308 <u>415 + an additional number of units on Site C to be</u>	0	308 <u>210</u>	<u>205 + an additional number of units on Sites B and C to be agreed by design</u>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications							
					<u>agreed by design</u>				
		SA 39 Trout Road, Yiewsley	Yiewsley	None <u>Residential- led mixed use</u>	443 <u>217</u>	0	144 <u>144</u>	0 <u>73</u>	
		<u>New Site SA 39A Land to the rear of 2-24 Horton Road</u>	<u>Yiewsley</u>	<u>Residential-led mixed use</u>	<u>86</u>	<u>0</u>	<u>43</u>	<u>43</u>	
		TOTAL EXPECTED COMPLETIONS (UNITS)		6657-6879 <u>9392-9454</u>	1,269-1,349 <u>873</u>	3,418-3,508 <u>3,261</u>	1,970-2,022 <u>5258-5320</u>		
MM34	Site Allocations and Designations document Page 22 Paragraphs 3.19 and 3.20	<p><i>Replace paragraphs 3.19 and 3.20 with the following text:</i></p> <p><u>"3.19 The Council has recently completed an updated Gypsy and Traveller and Travelling Show-people Accommodation Assessment to reflect the requirements of the Government's Planning Policy for Traveller Sites, issued in August 2015. The study identifies a need for two additional pitches for travellers during the Local Plan period. These pitches will be provided at the Council-owned Colne Park site, as shown on Map A.</u></p> <p><u>3.20. New proposals for Gypsy and Traveller pitches will be assessed against the provisions of policy DMH 9 in the Development Management Policies document."</u></p>							

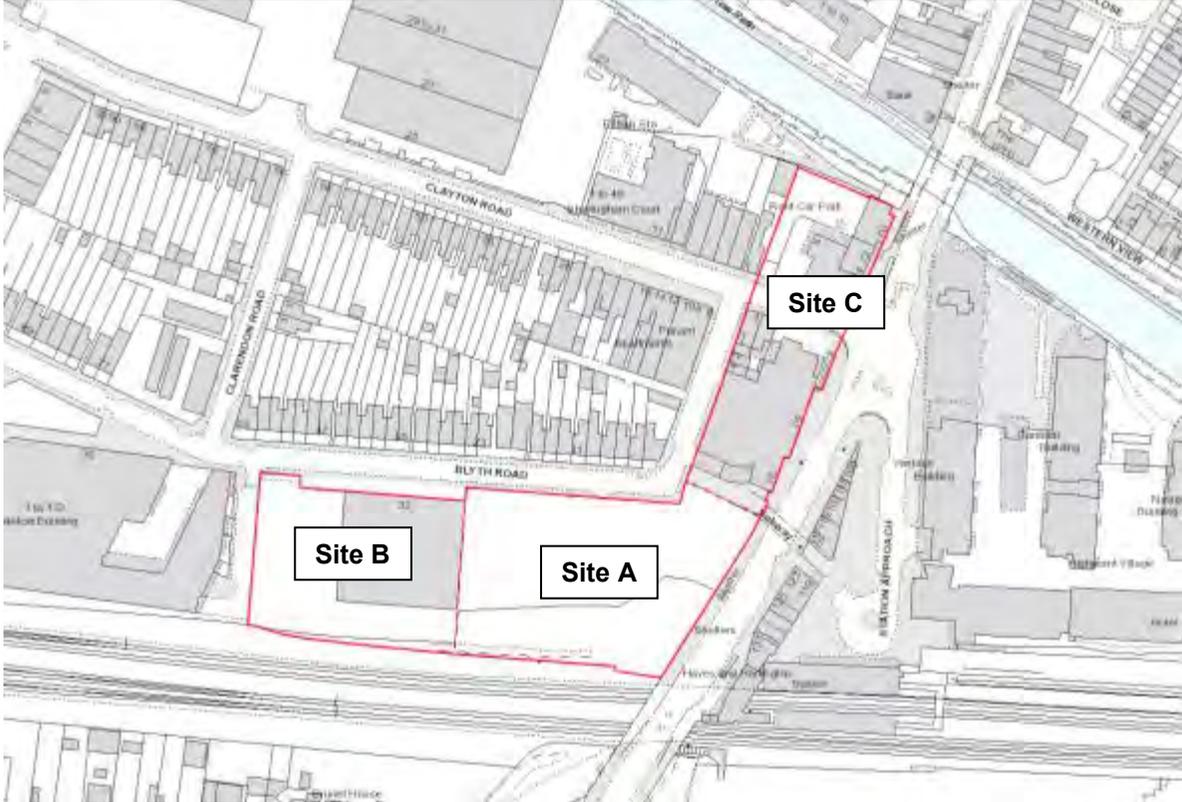
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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																	
MM35	Site Allocations and Designations document Page 30 Site Information table	<p><i>Amend Site information Table to include the following proposed number of residential units.</i></p> <table border="1" data-bbox="638 576 1863 995"> <thead> <tr> <th data-bbox="638 576 958 643" rowspan="2">Site name</th> <th colspan="2" data-bbox="958 576 1863 643">The Old Vinyl Factory and Gatefold Building</th> </tr> <tr> <th data-bbox="958 643 1429 710">The Old Vinyl Factory</th> <th data-bbox="1429 643 1863 710">The Gatefold Building</th> </tr> </thead> <tbody> <tr> <td data-bbox="638 710 958 777">Location</td> <td data-bbox="958 710 1429 777">Blyth Road</td> <td data-bbox="1429 710 1863 777">Blyth Road</td> </tr> <tr> <td data-bbox="638 777 958 871">Proposed number of units</td> <td data-bbox="958 777 1429 871">540 <u>562</u></td> <td data-bbox="1429 777 1863 871">132</td> </tr> <tr> <td data-bbox="638 871 958 938">Existing Units</td> <td data-bbox="958 871 1429 938">0</td> <td data-bbox="1429 871 1863 938">0</td> </tr> <tr> <td data-bbox="638 938 958 995">Net Completions</td> <td data-bbox="958 938 1429 995">540 <u>562</u> units</td> <td data-bbox="1429 938 1863 995">132 units</td> </tr> </tbody> </table>	Site name	The Old Vinyl Factory and Gatefold Building		The Old Vinyl Factory	The Gatefold Building	Location	Blyth Road	Blyth Road	Proposed number of units	540 <u>562</u>	132	Existing Units	0	0	Net Completions	540 <u>562</u> units	132 units
Site name	The Old Vinyl Factory and Gatefold Building																		
	The Old Vinyl Factory	The Gatefold Building																	
Location	Blyth Road	Blyth Road																	
Proposed number of units	540 <u>562</u>	132																	
Existing Units	0	0																	
Net Completions	540 <u>562</u> units	132 units																	
MM36	Site Allocations and Designations document Page 29 Site Map Policy wording	<p><i>Proposed amendments to site names and boundaries, policy text and site information table to include site C as shown below:</i></p>																	

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	Site information table	 <p><i>Inclusion of Site C in policy text and amendment to the site information table as follows:</i></p> <p><u>Site C</u></p> <p><u>The Council will support proposals for residential-led mixed use development that contribute to the regeneration of Hayes Town centre</u></p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																																								
		<p>Sites A, B and C should form a comprehensive development scheme across the whole site.</p> <p><i>Further modification to third bullet point as follows:</i></p> <p>Proposals should complement and be consistent with any proposed development on the adjacent Crown Trading site .and should not prevent development on this site from coming forward.</p> <table border="1"> <thead> <tr> <th></th> <th colspan="3">Eastern End of Blyth Road, Hayes</th> </tr> <tr> <th>Site name</th> <th>Site A</th> <th>Site B</th> <th><u>Site C</u></th> </tr> </thead> <tbody> <tr> <td>Ward</td> <td colspan="3"><u>Botwell</u></td> </tr> <tr> <td>Location</td> <td>Blyth Road</td> <td>Blyth Road/Station Road, Hayes</td> <td><u>Blyth Road</u></td> </tr> <tr> <td>Area (ha/sqm)</td> <td>0.3 ha</td> <td>0.8 <u>0.4</u> ha</td> <td><u>0.4 ha</u></td> </tr> <tr> <td>PTAL Ratings</td> <td colspan="3"><u>4</u></td> </tr> <tr> <td>Proposed Development</td> <td>Residential-led mixed use development</td> <td>Residential-led mixed use development</td> <td><u>Residential-led mixed use development</u></td> </tr> <tr> <td>Current UDP Designations</td> <td>Industrial Business Area</td> <td>Industrial Business Area, <u>Hayes Town Centre</u></td> <td><u>Industrial Business Area</u></td> </tr> <tr> <td>Proposed New Designations</td> <td>None</td> <td><u>Hayes Town Centre</u></td> <td>None</td> </tr> <tr> <td>Existing Use</td> <td>Redundant commercial units</td> <td>Commercial units, <u>office</u></td> <td><u>Commercial units</u></td> </tr> </tbody> </table>		Eastern End of Blyth Road, Hayes			Site name	Site A	Site B	<u>Site C</u>	Ward	<u>Botwell</u>			Location	Blyth Road	Blyth Road/Station Road, Hayes	<u>Blyth Road</u>	Area (ha/sqm)	0.3 ha	0.8 <u>0.4</u> ha	<u>0.4 ha</u>	PTAL Ratings	<u>4</u>			Proposed Development	Residential-led mixed use development	Residential-led mixed use development	<u>Residential-led mixed use development</u>	Current UDP Designations	Industrial Business Area	Industrial Business Area, <u>Hayes Town Centre</u>	<u>Industrial Business Area</u>	Proposed New Designations	None	<u>Hayes Town Centre</u>	None	Existing Use	Redundant commercial units	Commercial units, <u>office</u>	<u>Commercial units</u>
	Eastern End of Blyth Road, Hayes																																									
Site name	Site A	Site B	<u>Site C</u>																																							
Ward	<u>Botwell</u>																																									
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Current UDP Designations	Industrial Business Area	Industrial Business Area, <u>Hayes Town Centre</u>	<u>Industrial Business Area</u>																																							
Proposed New Designations	None	<u>Hayes Town Centre</u>	None																																							
Existing Use	Redundant commercial units	Commercial units, <u>office</u>	<u>Commercial units</u>																																							

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications			
		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 2nd - 8th floors. Approval on 12.12.2014.	<u>None</u>
		Proposed Number of Units	120	<u>453 60</u>	<u>93</u>
		Existing Units	0	0	<u>0</u>
		Net Completions	120 units	<u>453 60 units</u>	<u>93 units</u>
		Infrastructure Considerations and Constraints	As per extant consent	To be negotiated as part of the planning application. <u>As per extant consent.</u>	To be negotiated as part of the planning application. <u>To be negotiated as part of the planning application.</u>
		Flood Risk	Flood Zone 1; Flood Risk Assessment demonstrates site not at risk; design includes implementation of SuDS.	<u>Flood Zone 1, Flood Risk Assessment required to address drainage infrastructure.</u>	
		Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable	<u>Potentially contaminated land due to former land use. Land remediation may be required.</u>	

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications			
			planning condition.		
		Indicative Phasing	2011-24 <u>2016-2021</u>	2016-2021	<u>2021-26</u>
		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.	<u>Site identified in the Hillingdon Housing Trajectory.</u>
MM37	Site Allocations and Designations document Page 31 Addition of new site after Policy SA 3: Eastern End of Blyth Road	<p><i>Addition of Crown Trading Estate as a new site. There will also be a subsequent amendment to the SIL boundary on Map B and the Policies Map.</i></p> <p><u>Crown Trading Estate</u></p> <p><u>Crown Trading Estate contains a number of industrial buildings that are in a poor state of repair. Following discussions with the owners and tenants of these buildings, it is proposed to release the site for residential-led mixed use development. In addition to residential, the Council will seek a proportion of employment generating uses to reflect local character and the former designation of the site.</u></p> <p><u>The owners of the Crown and adjacent Fairview sites are encouraged to work together to bring forward schemes that are consistent and complementary in terms of scale, massing and high quality design. A particular focus for both sites should be the access to and improvement of the Canal frontage, which is identified in the Local Plan Part 1 as a focus for regeneration in Hayes.</u></p>			

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																				
		<ul style="list-style-type: none"> • <u>The proposals should include appropriate design mitigation measures to address the impact of activities on the adjacent industrial site.</u> • <u>The proposals should include active frontages along Clayton Road.</u> • <u>The provision of appropriate new public open space.</u> • <u>The Council will expect all canalside development proposals to improve canal access and promote canal-side activity, to contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network.</u> <p>The Council will expect all development proposals to provide canal-side improvements and contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon network.</p> <table border="1" data-bbox="562 722 1592 1361"> <tbody> <tr> <td><u>Site name</u></td> <td><u>Crown Trading Estate</u></td> </tr> <tr> <td><u>Ward</u></td> <td><u>Botwell</u></td> </tr> <tr> <td><u>Location</u></td> <td><u>Clayton Road</u></td> </tr> <tr> <td><u>Area (ha/sqm)</u></td> <td><u>1.3 ha</u></td> </tr> <tr> <td><u>PTAL Rating</u></td> <td><u>4</u></td> </tr> <tr> <td><u>Proposed Development</u></td> <td><u>Residential-led mixed use</u></td> </tr> <tr> <td><u>Current UDP Designation</u></td> <td><u>Industrial Business Area</u></td> </tr> <tr> <td><u>Proposed New Designation</u></td> <td><u>None</u></td> </tr> <tr> <td><u>Existing Use</u></td> <td><u>Light industrial units</u></td> </tr> <tr> <td><u>Relevant Planning History</u></td> <td><u>No relevant history</u></td> </tr> </tbody> </table>	<u>Site name</u>	<u>Crown Trading Estate</u>	<u>Ward</u>	<u>Botwell</u>	<u>Location</u>	<u>Clayton Road</u>	<u>Area (ha/sqm)</u>	<u>1.3 ha</u>	<u>PTAL Rating</u>	<u>4</u>	<u>Proposed Development</u>	<u>Residential-led mixed use</u>	<u>Current UDP Designation</u>	<u>Industrial Business Area</u>	<u>Proposed New Designation</u>	<u>None</u>	<u>Existing Use</u>	<u>Light industrial units</u>	<u>Relevant Planning History</u>	<u>No relevant history</u>
<u>Site name</u>	<u>Crown Trading Estate</u>																					
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<u>Current UDP Designation</u>	<u>Industrial Business Area</u>																					
<u>Proposed New Designation</u>	<u>None</u>																					
<u>Existing Use</u>	<u>Light industrial units</u>																					
<u>Relevant Planning History</u>	<u>No relevant history</u>																					

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Proposed Number of Units</u>	<u>197</u>
		<u>Existing Units</u>	<u>0</u>
		<u>Net Completions</u>	<u>197</u>
		<u>Infrastructure Considerations and Constraints</u>	<u>To be negotiated as part of any planning application.</u>
		<u>Flood Risk</u>	<u>Surface Water Flooding: Site specific flood risk assessment required.</u>
		<u>Contamination</u>	<u>Potentially contaminated land. Land remediation likely to be required.</u>
		<u>Indicative Phasing</u>	<u>2021-26</u>
		<u>Other information</u>	<u>None</u>
MM38	Site Allocations and Designations document Page 32 Policy wording	<p><i>Amendments to introductory text, policy wording and site information table as follows:</i></p> <p><i>Introductory text</i></p> <p>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 the proximity of the Crossrail link at Hayes and Harlington Station.</p> <p><u>The owners of the Fairview and adjacent Crown sites are encouraged to work together to bring forward schemes that are consistent and complementary in terms of scale, massing and high quality design.</u></p> <p><i>Amend policy wording as follows:</i></p> <p>POLICY SA 4: Fairview Business Centre</p> <p>The Council will support proposals for residential development that contribute to the regeneration of Hayes Town Centre and</p>	

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications											
		<p>meet the following criteria:</p> <ul style="list-style-type: none"> • The provision of residential development at a density of 70 of 260 units per hectare. Higher density may be acceptable subject to high quality design. Higher density development should be located along the canal site. • 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 to mitigate impacts on residential amenity from the adjacent industrial use. Proposals should complement and be consistent with any proposed development on the adjacent Crown Trading site and should not prevent development on this site from coming forward. • The Council will expect all development proposals to provide canal side access, improvements, and canalside activity to contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon network. • <u>The proposals should include active frontages along Clayton Road.</u> • <u>The provision of appropriate new public open space in accordance with Council standards.</u> <p><i>Amend proposed number of units in the Site Information Table as follows:</i></p> <table border="1" data-bbox="562 815 1917 1074"> <thead> <tr> <th data-bbox="562 815 1003 879" rowspan="2">Site name</th> <th colspan="2" data-bbox="1003 815 1917 879">Fairview Business Centre</th> </tr> <tr> <th data-bbox="1003 879 1451 943">Site A</th> <th data-bbox="1451 879 1917 943">Site B</th> </tr> </thead> <tbody> <tr> <td data-bbox="562 943 1003 1007">Location</td> <td data-bbox="1003 943 1451 1007"><u>25-34 Clayton Road, Hayes</u></td> <td data-bbox="1451 943 1917 1007"><u>33-39 Clayton Road, Hayes</u></td> </tr> <tr> <td data-bbox="562 1007 1003 1074">Proposed number of units</td> <td data-bbox="1003 1007 1451 1074"><u>47 104</u></td> <td data-bbox="1451 1007 1917 1074"><u>72 156</u></td> </tr> </tbody> </table>	Site name	Fairview Business Centre		Site A	Site B	Location	<u>25-34 Clayton Road, Hayes</u>	<u>33-39 Clayton Road, Hayes</u>	Proposed number of units	<u>47 104</u>	<u>72 156</u>
Site name	Fairview Business Centre												
	Site A	Site B											
Location	<u>25-34 Clayton Road, Hayes</u>	<u>33-39 Clayton Road, Hayes</u>											
Proposed number of units	<u>47 104</u>	<u>72 156</u>											
MM39	Site Allocations and Designations document Site Allocations and	<p><i>Amend the wording of Policy SA5 as follows:</i></p> <p><i>Introductory text:</i></p> <p>Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes</p> <p>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</p>											

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	<p>Designations document</p> <p>Page 34-35</p> <p>Supporting Text</p>	<p>seeking to bring forward a comprehensive development scheme that includes the adjoining sites (Site B).</p> <p><u>The three sites identified in this allocation form the most significant growth point within the Hayes Housing Zone. The Council is keen to ensure that complementary design principles are adopted and the resulting infrastructure requirements associated with planned levels of growth are fully assessed and integrated. In addition, proposals from individual landowners should, as far as possible, come forward in a co-ordinated manner without prejudicing the development aspirations on other parts of the site.</u></p> <p><u>Development P</u>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 final overall quantum of uses and the number of residential units will be determined through discussions with key stakeholders, and the development of a sustainable masterplan <u>and the agreement of key design principles, which include the provision of improved transport and community infrastructure.</u></p> <p><i>Policy SA 5 wording should be amended as follows:</i></p> <p>This is an important strategic site for Hayes town and the Borough as a whole. The Council will support <u>development</u> proposals that meet the following criteria:</p> <p>Site A</p> <ul style="list-style-type: none"> • The provision of up to 500 <u>1,000 residential</u> 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. • <u>The provision of B8 and S</u>small scale commercial uses that support residential uses development. will be considered suitable. • 10% of the site (1.2 hectares) should be used for open space and a sports pitch • Education facilities; and • The provision of community facilities, and a public park • <u>The provision of appropriate community infrastructure to support the overall quantum of development, including health, children's services, community and sport/recreation facilities as necessary.</u> • 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 <u>with</u> the Grand Union Canal, ensures canal-side

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		<p><u>access</u> improvements and maximises the canals recreational potential.</p> <ul style="list-style-type: none"> Development should contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon network. <p>Site B and C</p> <ul style="list-style-type: none"> The provision of up to 97 300 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 The provision of appropriate community infrastructure to support the overall quantum of development, including education as necessary. <p>Site C</p> <ul style="list-style-type: none"> <u>The provision of 500 residential units.</u> <u>Southern access to Hayes & Harlington station.</u> <u>Subject to high quality design, the Council will support the provision of tall buildings alongside the canal frontage railway line.</u> <p>Key principles for all sites</p> <p>As a preference, Sites A, B and C should form a comprehensive development scheme across the whole site. which The Council will co-ordinate the phasing of development to complement the wider Hayes Housing Zone area and all proposals will be expected to:</p> <ul style="list-style-type: none"> Sustains and enhance the significance <u>and integrity</u> of the heritage assets, <u>including the Grand Union Canal, Conservation Areas, Areas of Special Local Character and Locally Listed buildings.</u> 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; <u>Comprise a proportion of employment generating uses to be agreed with the Council. Suitable uses will include B1 and elements of B2 and B8 that are compatible with the residential elements of the scheme.</u> <u>Provide appropriate community infrastructure to support the overall quantum of development including education, children's services, health, transport, community and sport/recreation facilities as necessary.</u> <u>Sufficient setback from Nestles Avenue to allow for the introduction of potential public transport improvements.</u> <u>Adopt a complementary set of scale, massing, layout and design principles that take account of surrounding land uses and existing suburban context, with lower building heights located on the Nestles Avenue side.</u> <p>Subject to the outcome of area specific studies, the Council may consider an approach to car parking which</p>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications											
		<p><u>departs from the standards set out in this plan, if supported by relevant public transport improvements and other mitigating measures.</u></p> <p><i>Amend Site Information table as follows:</i></p> <table border="1" data-bbox="560 496 1917 719"> <thead> <tr> <th data-bbox="560 496 916 560" rowspan="2">Site name</th> <th colspan="3" data-bbox="916 496 1917 560">Land South of the Railway, including Nestle Site</th> </tr> <tr> <th data-bbox="916 560 1249 624">Site A</th> <th data-bbox="1249 560 1570 624">Site B</th> <th data-bbox="1570 560 1917 624">Site C</th> </tr> </thead> <tbody> <tr> <td data-bbox="560 624 916 719">Proposed number of units</td> <td data-bbox="916 624 1249 719">500 <u>1,000</u></td> <td data-bbox="1249 624 1570 719">97 <u>300</u></td> <td data-bbox="1570 624 1917 719">110 <u>500</u></td> </tr> </tbody> </table>	Site name	Land South of the Railway, including Nestle Site			Site A	Site B	Site C	Proposed number of units	500 <u>1,000</u>	97 <u>300</u>	110 <u>500</u>
Site name	Land South of the Railway, including Nestle Site												
	Site A	Site B	Site C										
Proposed number of units	500 <u>1,000</u>	97 <u>300</u>	110 <u>500</u>										
MM40	Site Allocations and Designations document Page 41 Site map Policy Wording	<p><i>Proposed amendment to the site boundary to include access to canal and policy text as follows:</i></p> <p>The Council will support the provision of residential development on the site. <u>The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints</u> up to a maximum of 46 units, in accordance with the approved scheme (Ref: 35250/APP/2014/4243 35250/APP/2014/3506). <u>The remaining eastern portion of the site, shown as cross hatched on the site boundary, should be utilised to provide public access and improvements to the south side of the canal, from Station Road.</u></p>											

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																				
	Introductory text Site Map Policy Wording	<p>with the broad parameters of the approved schemes, subject to site-specific constraints up to a maximum of 34 47 units in accordance with the approved schemes (Refs: 19365/APP/2014/2727 <u>19365/APP/2017/188</u> and 18454/APP/2013/2449).</p> <table border="1" data-bbox="562 435 1917 1075"> <thead> <tr> <th data-bbox="562 435 1010 501" rowspan="2">Site name</th> <th colspan="2" data-bbox="1010 435 1917 501">Audit and Bellway House, Eastcote</th> </tr> <tr> <th data-bbox="1010 501 1451 566">Site A Audit House</th> <th data-bbox="1451 501 1917 566">Site B Bellway House</th> </tr> </thead> <tbody> <tr> <td data-bbox="562 566 1010 818">Relevant Planning History (Most recent)</td> <td data-bbox="1010 566 1451 818">Change of use from B1 (Offices) to C3 (Dwelling houses) to create 22 <u>35</u> self contained flats (Prior Approval). Approval on 25.09.2014, <u>23.03.2017</u></td> <td data-bbox="1451 566 1917 818">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</td> </tr> <tr> <td data-bbox="562 818 1010 884">Proposed number of units</td> <td data-bbox="1010 818 1451 884">22 <u>35</u></td> <td data-bbox="1451 818 1917 884">12</td> </tr> <tr> <td data-bbox="562 884 1010 949">Existing Units</td> <td data-bbox="1010 884 1451 949">0</td> <td data-bbox="1451 884 1917 949">0</td> </tr> <tr> <td data-bbox="562 949 1010 1015">Net Completions</td> <td data-bbox="1010 949 1451 1015">22 <u>35</u> units</td> <td data-bbox="1451 949 1917 1015">12 units</td> </tr> <tr> <td data-bbox="562 1015 1010 1075">Indicative Phasing</td> <td data-bbox="1010 1015 1451 1075">2011-2016 <u>2016-2021</u></td> <td data-bbox="1451 1015 1917 1075">2011-16</td> </tr> </tbody> </table>	Site name	Audit and Bellway House, Eastcote		Site A Audit House	Site B Bellway House	Relevant Planning History (Most recent)	Change of use from B1 (Offices) to C3 (Dwelling houses) to create 22 <u>35</u> self contained flats (Prior Approval). Approval on 25.09.2014 , <u>23.03.2017</u>	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 <u>35</u>	12	Existing Units	0	0	Net Completions	22 <u>35</u> units	12 units	Indicative Phasing	2011-2016 <u>2016-2021</u>	2011-16
Site name	Audit and Bellway House, Eastcote																					
	Site A Audit House	Site B Bellway House																				
Relevant Planning History (Most recent)	Change of use from B1 (Offices) to C3 (Dwelling houses) to create 22 <u>35</u> self contained flats (Prior Approval). Approval on 25.09.2014 , <u>23.03.2017</u>	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 <u>35</u>	12																				
Existing Units	0	0																				
Net Completions	22 <u>35</u> units	12 units																				
Indicative Phasing	2011-2016 <u>2016-2021</u>	2011-16																				
Policy SA 10: 269-285 Field End Road, Eastcote																						
MM42	Site Allocations and Designations document Policy Text and site	<p><i>Proposed amendment to the site boundary and renaming of the site to '281 to 285 Field End Road, Eastcote' and changes to policy text:</i></p> <p>POLICY SA 10: 269<u>281</u>-285 Field End Road, Eastcote</p> <p>The Council will support proposals for residential development on this site. Proposals should meet the following criteria:</p>																				

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	<p>boundary</p> <p>Page 47</p>	<ul style="list-style-type: none"> • Provision of up to 23 residential units • Adequate parking and landscaping should be provided on the site 
MM43	Site Allocations and Designations	<p><i>Proposed amendments to the introductory text, site boundary and the number of units in the Site Information Table.</i></p> <p>Master Brewer and Hillingdon Circus, Hillingdon</p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	document Page 57 Introductory text Site Map Site Information Table	<p>Hillingdon Circus forms the north western and north eastern corners of land at the junction of Western Avenue and Long Lane. <u>The sites have good access to strategic road links via the A40 and the public transport network. As such, they are and is bounded by the existing A40 Western Avenue to the south. The sites are</u> considered to be suitable for residential-led mixed use development.</p> 

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																				
		<p><i>All other aspects of the policy will remain the same, apart from the following amendments:</i></p> <p>Development within the Green Belt should:</p> <ul style="list-style-type: none"> • 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. <table border="1" data-bbox="560 743 1917 1334"> <thead> <tr> <th data-bbox="560 743 1176 903" rowspan="2">Site name</th> <th colspan="2" data-bbox="1176 743 1917 823">Master Brewer and Hillingdon Circus, Hillingdon</th> </tr> <tr> <th data-bbox="1176 823 1547 903">Site A: Hillingdon Circus</th> <th data-bbox="1547 823 1917 903">Site B: Master Brewer</th> </tr> </thead> <tbody> <tr> <th data-bbox="560 903 1176 1015">Ward</th> <td data-bbox="1176 903 1547 1015">Hillingdon East <u>Uxbridge North</u></td> <td data-bbox="1547 903 1917 1015">Uxbridge North <u>Hillingdon East</u></td> </tr> <tr> <th data-bbox="560 1015 1176 1094">Location</th> <td data-bbox="1176 1015 1547 1094">Western Avenue/Long Lane</td> <td data-bbox="1547 1015 1917 1094">Long Lane/Freezeland Way</td> </tr> <tr> <th data-bbox="560 1094 1176 1174">Area (ha/sqm)</th> <td data-bbox="1176 1094 1547 1174">9.65 <u>2.1 ha</u></td> <td data-bbox="1547 1094 1917 1174">3.2 ha <u>3.3 ha</u></td> </tr> <tr> <th data-bbox="560 1174 1176 1254">PTAL Rating</th> <td data-bbox="1176 1174 1547 1254">2/3</td> <td data-bbox="1547 1174 1917 1254"><u>2/3</u></td> </tr> <tr> <th data-bbox="560 1254 1176 1334">Proposed Development</th> <td colspan="2" data-bbox="1176 1254 1917 1334">Mixed Use</td> </tr> </tbody> </table>	Site name	Master Brewer and Hillingdon Circus, Hillingdon		Site A: Hillingdon Circus	Site B: Master Brewer	Ward	Hillingdon East <u>Uxbridge North</u>	Uxbridge North <u>Hillingdon East</u>	Location	Western Avenue/Long Lane	Long Lane/Freezeland Way	Area (ha/sqm)	9.65 <u>2.1 ha</u>	3.2 ha <u>3.3 ha</u>	PTAL Rating	2/3	<u>2/3</u>	Proposed Development	Mixed Use	
Site name	Master Brewer and Hillingdon Circus, Hillingdon																					
	Site A: Hillingdon Circus	Site B: Master Brewer																				
Ward	Hillingdon East <u>Uxbridge North</u>	Uxbridge North <u>Hillingdon East</u>																				
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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications		
		Current UDP Designation	Local Centre	Local Centre, Green Belt
		Proposed New Designation	None	Nature Conservation Site of Metropolitan Grade 4 Importance <u>None</u>
		Existing Use	Site is currently vacant	
		Relevant Planning History	Extant permission for office space. Other applications on the site have either been refused or withdrawn.	Extant permission for the 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
		Proposed Number of Units	125 - 205 <u>140</u>	125 - 184 <u>250</u>
		Existing Units	0	0
		Net Completions	125 - 205 <u>140</u> units	125 <u>250</u> units
		Infrastructure Considerations and Constraints	To be determined through the planning application process	
		Flood Risk	Flood Zones 3b, 2 and 1; sufficient developable area in Flood Zone 1; flood plain areas to be retained for open space. <u>Flood Zone 1.</u>	

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications		
		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 – 2024 <u>2021-2026</u>	2016 – 2024 <u>2021-2026</u>
		Other information	Site identified in Hillingdon's Housing Trajectory to deliver 425 <u>140</u> units.	Site identified in Hillingdon's Housing Trajectory to deliver 425 <u>250</u> units.
MM44	New Policy	<p><i>Addition of new Policy SA16A 36-40 Rickmansworth Road as a new site. New Policy text, site boundary and site information table as follows:</i></p> <p><u>36-40 Rickmansworth Road</u></p> <p><u>This site is located to the south of Northwood town centre. The Council granted planning consent for a residential development on the Rickmansworth Road site in 2017.</u></p> <p><u>POLICY SA16A: 36-40 Rickmansworth Road</u></p> <p><u>The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (69978/APP/2016/2564).</u></p>		

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications						
		 <p><u>Site Information</u></p> <table border="1" data-bbox="560 1125 1915 1364"> <tr> <td data-bbox="560 1125 1093 1204"><u>Site name</u></td> <td data-bbox="1093 1125 1915 1204"><u>36-40 Rickmansworth Road</u></td> </tr> <tr> <td data-bbox="560 1204 1093 1284"><u>Ward</u></td> <td data-bbox="1093 1204 1915 1284"><u>Northwood</u></td> </tr> <tr> <td data-bbox="560 1284 1093 1364"><u>Location</u></td> <td data-bbox="1093 1284 1915 1364"><u>Rickmansworth Road</u></td> </tr> </table>	<u>Site name</u>	<u>36-40 Rickmansworth Road</u>	<u>Ward</u>	<u>Northwood</u>	<u>Location</u>	<u>Rickmansworth Road</u>
<u>Site name</u>	<u>36-40 Rickmansworth Road</u>							
<u>Ward</u>	<u>Northwood</u>							
<u>Location</u>	<u>Rickmansworth Road</u>							

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Area (ha/sqm)</u>	<u>0.3</u>
		<u>PTAL Rating</u>	<u>2</u>
		<u>Proposed Development</u>	<u>Residential</u>
		<u>Current UDP Designation</u>	<u>None</u>
		<u>Proposed New Designation</u>	<u>None</u>
		<u>Existing Use</u>	<u>Residential</u>
		<u>Relevant Planning History</u>	<u>Application Ref: 69978/APP/2016/2564</u> <u>Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 9 x 2 bedroom units; and 2 x 3 bedroom units), amenity space and associated car parking. Approval on 07.09.2017</u>
		<u>Proposed Number of Units</u>	<u>24</u>
		<u>Existing Units</u>	<u>3</u>
		<u>Net Completions</u>	<u>21</u>
		<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

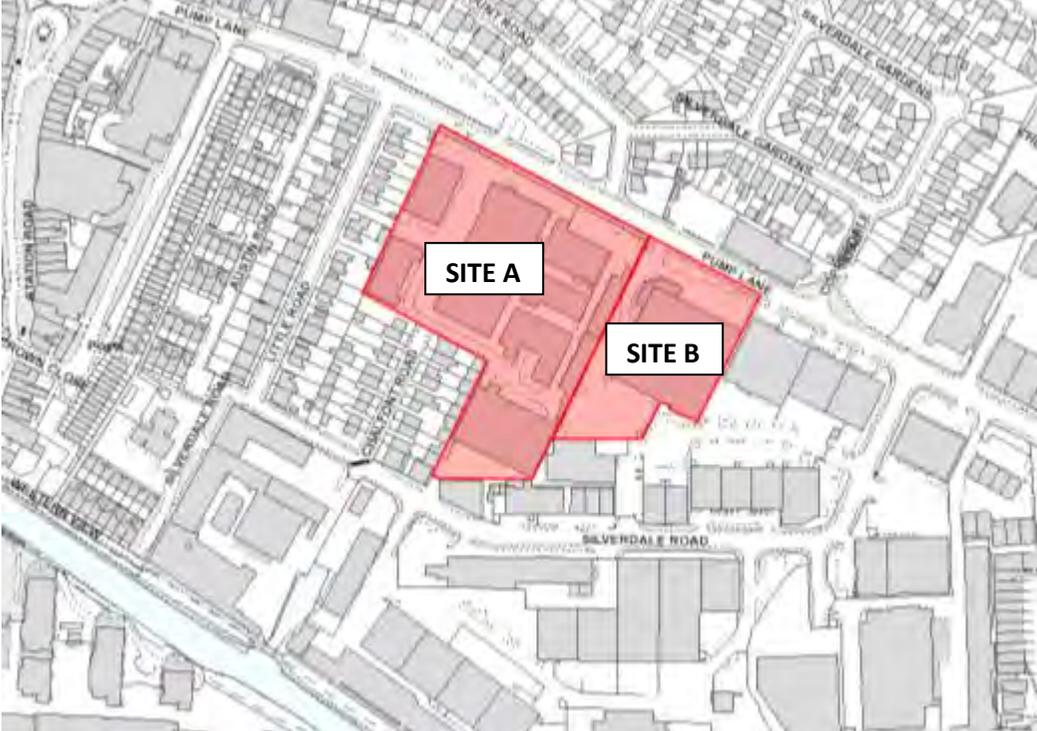
Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Flood Risk</u>	<u>Flood Zone 1</u>
		<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.</u>
		<u>Indicative Phasing</u>	<u>2016-2021</u>
MM45	Site Allocations and Designations document Page 69 Site Information table	<i>Amend Site information Table to include the following proposed number of residential units.</i>	
		Site name	Policy SA 19: Braintree Road, South Ruislip
		Location	Braintree Road
		Proposed number of units	432 <u>163</u>
		Existing Units	0
		Net Completions	432 <u>163</u> units
MM46	Site Allocations and Designations document Page 71 Site Information table	<i>Amend Site information Table to include the following proposed number of residential units.</i>	
		Site name	Policy SA 20: Bourne Court, South Ruislip
		Location	Southern part of Odyssey Business Park - road access provided by Cavendish Avenue and Bourne Court
		Proposed number of units	<u>69</u>
		Existing Units	0

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		Net Completions	<u>69 units</u>
MM47	Site Allocations and Designations document Page 72	<i>The site will be deleted. Updates to the figures within Table 3.3 will be made as appropriate.</i>	
MM48	Site Allocations and Designations document Page 74 Introductory Text Site Map Policy wording Site Information table	<p><i>Amend the introductory text, site boundary and policy text to include the Matalan site to the east of the main Chailey Industrial Estate. There will also be a subsequent amendment to the SIL boundary on Map B and the Policies Map.</i></p> <p>Chailey Industrial Estate, Pump Lane</p> <p>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 most recent Employment Land Study identifies the opportunity to release the site for mixed use development.</p>	

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		 <p data-bbox="555 1075 1323 1106"><i>Addition of the following development principles to Policy SA 22:</i></p> <ul data-bbox="607 1126 2007 1249" style="list-style-type: none"> <li data-bbox="607 1126 2007 1185">• <u>Development proposals should maintain the current setback from Pump Lane, to allow for the introduction of potential public transport improvements.</u> <li data-bbox="607 1219 1570 1249">• <u>Ground floor uses along Pump Lane should maintain an active frontage.</u>

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																																									
		<i>Subsequent amendments to the Site Information Table as follows:</i>																																									
		<table border="1"> <tr> <td rowspan="2">Site name</td> <td colspan="2">Chailey Industrial Estate, Pump Lane</td> </tr> <tr> <td><u>Site A</u></td> <td><u>Site B</u></td> </tr> <tr> <td>Ward</td> <td colspan="2">Townfield</td> </tr> <tr> <td>Location</td> <td colspan="2">Chailey Industrial Estate and Matalan store, Pump Lane</td> </tr> <tr> <td>Area (ha/sqm)</td> <td>1.8 ha</td> <td><u>0.8 ha</u></td> </tr> <tr> <td>PTAL Rating</td> <td>3</td> <td><u>2/3</u></td> </tr> <tr> <td>Proposed Development</td> <td>Residential</td> <td><u>Retail/Residential</u></td> </tr> <tr> <td>Current UDP Designation</td> <td colspan="2">Industrial Business Area</td> </tr> <tr> <td>Proposed New Designation</td> <td colspan="2">None; adjacent to proposed Strategic Industrial Location</td> </tr> <tr> <td>Existing Use</td> <td>Industrial Buildings</td> <td><u>Existing retail unit</u></td> </tr> <tr> <td>Relevant Planning History</td> <td colspan="2">No relevant history</td> </tr> <tr> <td>Proposed Number of Units</td> <td>198</td> <td><u>Proposed number of units to be determined by design.</u></td> </tr> <tr> <td>Existing Units</td> <td colspan="2"><u>0</u></td> </tr> <tr> <td>Net Completions</td> <td>198 units</td> <td><u>Proposed number of units to be determined by</u></td> </tr> </table>	Site name	Chailey Industrial Estate, Pump Lane		<u>Site A</u>	<u>Site B</u>	Ward	Townfield		Location	Chailey Industrial Estate and Matalan store , Pump Lane		Area (ha/sqm)	1.8 ha	<u>0.8 ha</u>	PTAL Rating	3	<u>2/3</u>	Proposed Development	Residential	<u>Retail/Residential</u>	Current UDP Designation	Industrial Business Area		Proposed New Designation	None; adjacent to proposed Strategic Industrial Location		Existing Use	Industrial Buildings	<u>Existing retail unit</u>	Relevant Planning History	No relevant history		Proposed Number of Units	198	<u>Proposed number of units to be determined by design.</u>	Existing Units	<u>0</u>		Net Completions	198 units	<u>Proposed number of units to be determined by</u>
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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications		
				<i>design.</i>
		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 due to former land use. Land remediation may be required.	
		Indicative Phasing	2016-2021	
		Other information	<p><u>The number of residential units will be determined through a design-led process, to be agreed with Council officers.</u></p> <p>Site is identified for release to other uses in Hillingdon's Employment Land Study and Housing Trajectory.</p>	
MM49	Site Allocations and Designations document Page 76 Introductory Text Site Map Policy wording Site Information table	<i>Amend policy wording and proposed site boundaries as follows:</i>		

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		 <p data-bbox="555 1214 1942 1278">Silverdale Road/Western View is considered suitable for release to residential-led mixed use development, including residential development at a density range of 120 – 135 units per hectare; subject to the following criteria:</p> <p data-bbox="555 1307 636 1335">Site A</p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		<ul style="list-style-type: none"> • The net provision of up to 60 residential units in accordance with, taking account of the Council's latest evidence for housing need. The provision of residential-led mixed use development on the site of 122 units. • 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 and the regeneration of Shackles Dock. <p>Site B</p> <ul style="list-style-type: none"> • The provision of up to 144 119 residential units in accordance with the appropriate London Plan density range, taking account of to reflect the Council's latest evidence of on housing need. • <u>The retention of Locally Listed Buildings, which make a significant contribution to the character and historic value of the site.</u> • <u>The proposals should include improved connectivity between Silverdale Road, Austin Road and Hayes Town Centre.</u> • <u>The provision of appropriate new public open space.</u> <p>Site C</p> <ul style="list-style-type: none"> • <u>The provision of 400 residential units (gross) in accordance with the London Plan density range for urban locations, to reflect the Council's latest evidence on housing need.</u> • <u>The proposals should include improved connectivity between Silverdale Road, Western View, Austin Road and Hayes Town Centre.</u> • <u>The provision of appropriate new public open space.</u> • <u>Proposals should include high quality design to fully integrate with the Grand Union Canal, ensure canal-side access and promote canal-side activity to maximise recreational potential.</u>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																																
		<ul style="list-style-type: none"> • <u>Development should contribute to the enhancement of the Strategic Canal and River Corridors, in accordance with relevant policies on the Blue Ribbon Network.</u> <p>Sites A, and B and C</p> <p><i>Subsequent text remains unchanged.</i></p> <p><i>Site Information</i></p> <table border="1" data-bbox="560 579 1917 1369"> <thead> <tr> <th data-bbox="560 579 846 643">Site Name</th> <th colspan="3" data-bbox="846 579 1917 643">Silverdale Road/Western View</th> </tr> <tr> <td data-bbox="560 643 846 707"></td> <th data-bbox="846 643 1232 707">Site A</th> <th data-bbox="1232 643 1581 707">Site B</th> <th data-bbox="1581 643 1917 707">Site C</th> </tr> </thead> <tbody> <tr> <th data-bbox="560 707 846 770">Ward</th> <td data-bbox="846 707 1232 770">Townfield</td> <td data-bbox="1232 707 1581 770">Townfield</td> <td data-bbox="1581 707 1917 770"><u>Townfield</u></td> </tr> <tr> <th data-bbox="560 770 846 962">Location</th> <td data-bbox="846 770 1232 962">West of Silverdale Road, east of Station Approach <u>Craufurd Business Park, Silverdale Road</u></td> <td data-bbox="1232 770 1581 962">North Western View, south of Silverdale Road <u>Craufurd Business Park, Silverdale Road</u></td> <td data-bbox="1581 770 1917 962"><u>East of Crown Close</u></td> </tr> <tr> <th data-bbox="560 962 846 1026">Area (ha/sqm)</th> <td data-bbox="846 962 1232 1026">0.6 <u>0.7</u></td> <td data-bbox="1232 962 1581 1026">4.2 ha <u>0.7</u></td> <td data-bbox="1581 962 1917 1026"><u>2.3</u></td> </tr> <tr> <th data-bbox="560 1026 846 1090">PTAL Ratings</th> <td colspan="3" data-bbox="846 1026 1917 1090"><u>3 to 5</u></td> </tr> <tr> <th data-bbox="560 1090 846 1185">Proposed Development</th> <td colspan="3" data-bbox="846 1090 1917 1185"><u>Residential-led mixed use</u></td> </tr> <tr> <th data-bbox="560 1185 846 1369">Current UDP Designations</th> <td data-bbox="846 1185 1232 1369">Hayes Town Centre; <u>Industrial Business Area;</u> adjacent to Strategic Canal and River Corridor, Listed Buildings</td> <td data-bbox="1232 1185 1581 1369">Industrial Business Area; adjacent to Hayes Town Centre; Locally Listed Building; adjacent to Strategic Canal and River</td> <td data-bbox="1581 1185 1917 1369"><u>Hayes Town Centre; adjacent to Strategic Canal and River Corridor, adjacent to Locally Listed Buildings</u></td> </tr> </tbody> </table>	Site Name	Silverdale Road/Western View				Site A	Site B	Site C	Ward	Townfield	Townfield	<u>Townfield</u>	Location	West of Silverdale Road, east of Station Approach <u>Craufurd Business Park, Silverdale Road</u>	North Western View, south of Silverdale Road <u>Craufurd Business Park, Silverdale Road</u>	<u>East of Crown Close</u>	Area (ha/sqm)	0.6 <u>0.7</u>	4.2 ha <u>0.7</u>	<u>2.3</u>	PTAL Ratings	<u>3 to 5</u>			Proposed Development	<u>Residential-led mixed use</u>			Current UDP Designations	Hayes Town Centre; <u>Industrial Business Area;</u> adjacent to Strategic Canal and River Corridor, Listed Buildings	Industrial Business Area; adjacent to Hayes Town Centre; Locally Listed Building; adjacent to Strategic Canal and River	<u>Hayes Town Centre; adjacent to Strategic Canal and River Corridor, adjacent to Locally Listed Buildings</u>
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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications			
				Corridor	
		Proposed New Designations	None <u>Adjacent to Strategic Industrial Location</u>	<u>Adjacent to Strategic Industrial Location</u> None	<u>Hayes Town Centre</u>
		Existing Use	<u>Residential and public house</u> <u>Industrial</u>	Industrial	<u>Residential</u>
		Relevant Planning History (Most Recent)	No relevant history <u>Applications ref: 71374/APP/2016/4027: the demolition of the existing buildings and the construction of new buildings, ranging from four to nine storeys, comprising 122 residential units (Use Class C3) and 227sqm of flexible commercial space (Use Class A1, A3, B1, D1 or D2). The proposals include also associated landscaping, parking and infrastructure works and the refurbishment and extension of Shackles Dock.</u>	<u>No relevant planning history</u> <u>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.</u>	<u>No relevant planning history</u>
		Proposed Number	60 122	144 119	400

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications			
		of Units			
		Existing Units	24 0	0	278
		Net Completions	36 122 units	144 119	122
		Infrastructure Considerations	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	2021-2026	2021-2026
		Other information	Includes Council owned land; consultation will be required with the Canal & River Trust. Site identified in the Hillingdon Housing Trajectory	Consultation will be required with the Canal & River Trust. Site identified in the Hillingdon Housing Trajectory.	<u>Includes Council owned land; consultation will be required with the Canal & River Trust</u>
MM50	Site Allocations and Designations document Page 79 Policy Wording	<p><i>Amend second bullet policy of the policy as follows:</i></p> <ul style="list-style-type: none"> Development proposals should secure the repair of the building and minimise sub-division 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. <u>Development proposals should integrate with surrounding industrial uses and including suitable mitigation measures from neighbouring uses where required.</u> <p><i>Amend Proposed Number of Units and Net Completions specified in Site Information Table from 'Proposed number of units will be determined by design' to '36.'</i></p>			

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications				
MM51	Site Allocations and Designations document Page 88 Site Information table	<i>Amend Proposed Number of Units and Net Completions specified in Site Information Table from '15-25' to '33'.</i>				
MM52	Site Allocations and Designations document Page91 Site Information table	<i>Amend Proposed Number of Units and Net Completions specified in Site Information Table from '120' to '330'.</i>				
MM53	Site Allocations and Designations document Page 93 Site Information	<p><i>Amend Site information Table to include the following proposed number of residential units.</i></p> <table border="1" data-bbox="562 1198 1917 1362"> <tr> <td data-bbox="562 1198 1357 1297">Site name</td> <td data-bbox="1357 1198 1917 1297">Policy SA 30: Grand Union Park, Packet Boat Lane</td> </tr> <tr> <td data-bbox="562 1297 1357 1362">Location</td> <td data-bbox="1357 1297 1917 1362">Units 1-8, Packet Boat Lane, Cowley</td> </tr> </table>	Site name	Policy SA 30: Grand Union Park, Packet Boat Lane	Location	Units 1-8, Packet Boat Lane, Cowley
Site name	Policy SA 30: Grand Union Park, Packet Boat Lane					
Location	Units 1-8, Packet Boat Lane, Cowley					

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
	table	Proposed number of units	110 190 <u>251</u>
		Existing Units	0
		Net Completions	110 190 <u>251</u> units
MM54	Site Allocations and Designations document Page 95 Site Information table	<i>Amend Site information Table to include the following proposed number of residential units.</i>	
		Site name	Policy SA 31: Fassnidge Memorial Hall
		Location	High Street, Uxbridge
		Proposed number of units	48 80
		Existing Units	0
		Net Completions	48 80 units
MM55	Site Allocations and Designations document Page101 New Policy	<i>Addition of Waterloo Wharf, Uxbridge as a new site after Policy SA31: Fassnidge Memorial Hall</i>	
		<u>Waterloo Wharf</u>	
		<u>The site of Waterloo Wharf is located to the south of Uxbridge town centre. The Council granted planning consent for residential development in 2017 for the development of 52 units.</u>	

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		 <p><u>POLICY SA31A WATERLOO WHARF, UXBRIDGE</u></p> <p><u>The Council will support the provision of a residential development on the site of 52 units.</u></p> <p><u>The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 43016/APP/2016/2840).</u></p> <p><u>Site Information</u></p>

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Site name</u>	<u>Waterloo Wharf, Uxbridge</u>
		<u>Ward</u>	<u>Uxbridge South</u>
		<u>Location</u>	<u>Waterloo Road</u>
		<u>Area (ha/sqm)</u>	<u>0.4</u>
		<u>PTAL Rating</u>	<u>3</u>
		<u>Proposed Development</u>	<u>Residential-led mixed use</u>
		<u>Current UDP Designation</u>	<u>Conservation Area</u>
		<u>Proposed New Designation</u>	<u>None</u>
		<u>Existing Use</u>	<u>Commercial Units</u>
		<u>Relevant Planning History</u>	<u>Application Ref: 43016/APP/2016/2840</u> <u>Demolition of existing buildings. Erection of 4 storey building containing 52 apartments and commercial unit together with associated car parking, access and landscaping.</u>
		<u>Proposed Number of Units</u>	<u>52</u>
		<u>Existing Units</u>	<u>0</u>
		<u>Net Completions</u>	<u>52</u>
		<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning</u>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
			<u>application.</u>
		<u>Flood Risk</u>	<u>Flood Zone 1</u>
		<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.</u>
		<u>Indicative Phasing</u>	<u>2016-2021</u>
		<u>Other information</u>	<u>None</u>
MM56	Site Allocations and Designations document Page 96 Addition of new site after Waterloo Wharf, Uxbridge	<i>Addition of New Policy SA31B Randalls Building, Uxbridge</i> <u>Former Randalls Building, Uxbridge</u> <u>The site of the Randalls Building is located within Uxbridge town centre. The Council granted planning consent for mixed use development in 2017.</u>	

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Site name</u>	<u>Randalls Building, Uxbridge</u>
		<u>Ward</u>	<u>South Uxbridge</u>
		<u>Location</u>	<u>Vine Street</u>
		<u>Area (ha/sqm)</u>	<u>0.3</u>
		<u>PTAL Rating</u>	<u>5</u>
		<u>Proposed Development</u>	<u>Mixed Use</u>
		<u>Current UDP Designation</u>	<u>Uxbridge Town Centre; Conservation Area; Listed Building</u>
		<u>Proposed New Designation</u>	<u>None</u>
		<u>Existing Use</u>	<u>Former department store</u>
		<u>Relevant Planning History</u>	<u>Application Ref: 41309/APP/2016/3391 Change of use of the site to mixed -use development.</u>
		<u>Proposed Number of Units</u>	<u>58</u>
		<u>Existing Units</u>	<u>0</u>
		<u>Net Completions</u>	<u>58</u>
		<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Flood Risk</u>	<u>Flood Zone 1</u>
		<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition</u>
		<u>Indicative Phasing</u>	<u>2016-2021</u>
		<u>Other information</u>	<u>None</u>
MM57	Site Allocations and Designations document New Policy after existing policy SA34 Page 111	<i>Addition of New Policy SA34A West Drayton Police Station</i> <u>West Drayton Police Station</u> <u>The site of the former West Drayton Police Station is located to the south of West Drayton town centre. The Council granted planning consent for residential development in 2014.</u>	

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications		
		 <p><u>POLICY SA34A WEST DRAYTON POLICE STATION</u></p> <p><u>The Council will support the provision of residential development on the site of 43 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site specific constraints (Ref: 12768/APP/2014/1870).</u></p> <table border="1" data-bbox="555 1300 1915 1378"> <tr> <td data-bbox="555 1300 1164 1378"><u>Site name</u></td> <td data-bbox="1164 1300 1915 1378"><u>West Drayton Police Station</u></td> </tr> </table>	<u>Site name</u>	<u>West Drayton Police Station</u>
<u>Site name</u>	<u>West Drayton Police Station</u>			

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Ward</u>	<u>West Drayton</u>
		<u>Location</u>	<u>Station Road</u>
		<u>Area (ha/sqm)</u>	<u>0.55</u>
		<u>PTAL Rating</u>	<u>2</u>
		<u>Proposed Development</u>	<u>Residential</u>
		<u>Current UDP Designation</u>	<u>Conservation Area</u>
		<u>Proposed New Designation</u>	<u>Conservation Area</u>
		<u>Existing Use</u>	<u>Police Station</u>
		<u>Relevant Planning History</u>	<u>Application Ref: 12768/APP/2014/1870</u> <u>Demolition of the existing Police Station, outbuildings and concrete hardstandings, part retention of the listed walls and the construction of 12 semi-detached houses, together with a 4 storey block of 31 flats, with associated car and cycle parking and access road. Approval on 10.06.2014</u>
		<u>Proposed Number of Units</u>	<u>43</u>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Existing Units</u>	<u>0</u>
		<u>Net Completions</u>	<u>43</u>
		<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>
		<u>Flood Risk</u>	<u>Flood Zone 1</u>
		<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition</u>
		<u>Indicative Phasing</u>	<u>2016-2021</u>
		<u>Other information</u>	<u>None</u>
MM58	<p>Site Allocations and Designations document</p> <p>Page 113</p> <p>Addition of new site after New Policy SA34A West Drayton Police Station</p>	<p><i>Addition of Former Royal British Legion Building as a new site.</i></p> <p><u>Former Royal British Legion Building</u></p> <p><u>The site of the former Royal British Legion Building is located to the south of West Drayton town centre. The Council granted planning consent for residential development in 2017.</u></p>	

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		 <p><u>POLICY SA34B: Former Royal British Legion Building</u></p> <p><u>The Council will support the provision of residential development on the site of 13 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 11332/APP/2016/1595).</u></p> <p><u>Site Information</u></p>

SCHEDULE OF MAIN MODIFICATIONS

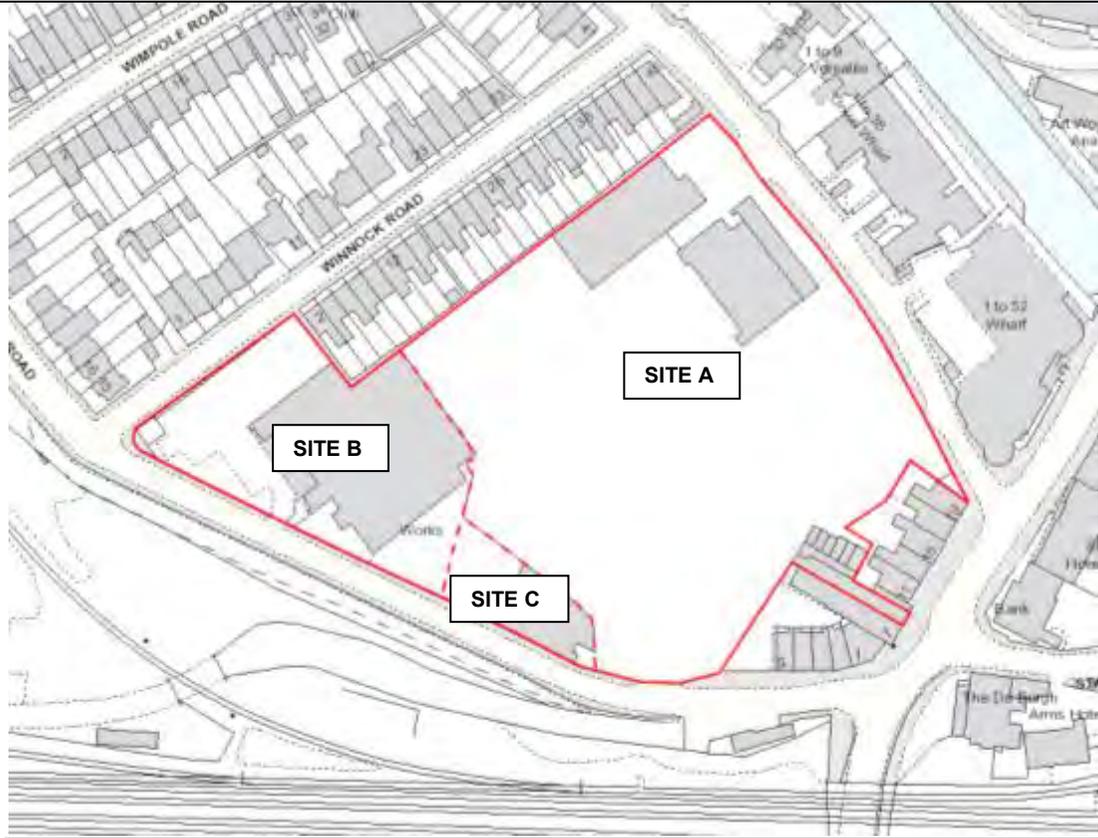
Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Site name</u>	<u>Former Royal British Legion Building</u>
		<u>Ward</u>	<u>West Drayton</u>
		<u>Location</u>	<u>Station Road</u>
		<u>Area (ha/sqm)</u>	<u>0.3</u>
		<u>PTAL Rating</u>	<u>2</u>
		<u>Proposed Development</u>	<u>Residential</u>
		<u>Current UDP Designation</u>	<u>None</u>
		<u>Proposed New Designation</u>	<u>None</u>
		<u>Existing Use</u>	<u>Former Royal British Legion Building</u>
		<u>Relevant Planning History</u>	<u>Application Ref: 11332/APP/2016/1595 Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building. Approval on 19.06.17</u>
		<u>Proposed Number of Units</u>	<u>13</u>
		<u>Existing Units</u>	<u>0</u>
		<u>Net Completions</u>	<u>13</u>
		<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Flood Risk</u>	<u>Flood Zone 1</u>
		<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition</u>
		<u>Indicative Phasing</u>	<u>2016-2021</u>
		<u>Other information</u>	<u>None</u>
MM59	Site Allocations and Designations document Page 121 Introductory Text Policy wording Site Information table	<p><i>Amend introductory text, policy wording and Site information Table to include the latest planning consents on the site.</i></p> <p>Padcroft Works, Tavistock Road, Yiewsley</p> <p>Tavistock Road occupies a prominent position in Yiewsley Town Centre, in close proximity to West Drayton Railway Station. In 2013 planning permission was granted for a residential-led mixed use development on the site.</p>	

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		 <p>POLICY SA 38: Padcroft Works <u>and COMAG</u></p> <p><u>Site A: Padcroft Works</u></p> <p>The Council will ensure that development on the site is undertaken in accordance with the approved scheme <u>The site should be developed in accordance with the broad parameters of the approved scheme subject to site-specific</u></p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																												
		<p><u>constraints</u> (Ref: 45200/APP/2014/3638).</p> <p><u>Site B: COMAG I</u></p> <p><u>The Council will support proposals for residential development on Site B, in accordance with London Plan density guidelines and subject to the agreement of design principles. Proposals should integrate with and complement development on adjacent sites.</u></p> <p><u>Site C: COMAG II</u></p> <p><u>The Council will support proposals for residential development on Site C, in accordance with London Plan density guidelines and subject to the agreement of design principles. Proposals should integrate with and complement development on adjacent sites.</u></p> <p><u>Key principles for all three sites</u></p> <p><u>As a preference, Sites A, B and C should form a comprehensive development scheme across the whole site.</u></p> <table border="1" data-bbox="562 868 1917 1377"> <thead> <tr> <th data-bbox="562 868 824 932">Site name</th> <th data-bbox="824 868 1160 932"><u>Site A: Padcroft Works</u></th> <th data-bbox="1160 868 1538 932"><u>Site B: COMAG I</u></th> <th data-bbox="1538 868 1917 932"><u>Site C: COMAG II</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="562 932 824 995">Ward</td> <td colspan="3" data-bbox="824 932 1917 995" style="text-align: center;"><u>Yiewsley</u></td> </tr> <tr> <td data-bbox="562 995 824 1059">Location</td> <td data-bbox="824 995 1160 1059">Tavistock Road</td> <td data-bbox="1160 995 1538 1059" style="text-align: center;"><u>Winnock Road</u></td> <td data-bbox="1538 995 1917 1059" style="text-align: center;"><u>Winnock Road</u></td> </tr> <tr> <td data-bbox="562 1059 824 1123">Area (ha/sqm)</td> <td data-bbox="824 1059 1160 1123">1.6 ha</td> <td data-bbox="1160 1059 1538 1123" style="text-align: center;"><u>0.3</u></td> <td data-bbox="1538 1059 1917 1123" style="text-align: center;"><u>0.06</u></td> </tr> <tr> <td data-bbox="562 1123 824 1187">PTAL Rating</td> <td data-bbox="824 1123 1160 1187" style="text-align: center;">2, 3 and 4</td> <td data-bbox="1160 1123 1538 1187" style="text-align: center;"><u>3</u></td> <td data-bbox="1538 1123 1917 1187" style="text-align: center;"><u>3</u></td> </tr> <tr> <td data-bbox="562 1187 824 1283">Proposed Development</td> <td data-bbox="824 1187 1160 1283" style="text-align: center;">Residential <u>Mixed-use</u></td> <td data-bbox="1160 1187 1538 1283" style="text-align: center;"><u>Residential-led</u></td> <td data-bbox="1538 1187 1917 1283" style="text-align: center;"><u>Residential-led</u></td> </tr> <tr> <td data-bbox="562 1283 824 1377">Current UDP Designation</td> <td colspan="3" data-bbox="824 1283 1917 1377" style="text-align: center;"><u>Industrial Business Area</u></td> </tr> </tbody> </table>	Site name	<u>Site A: Padcroft Works</u>	<u>Site B: COMAG I</u>	<u>Site C: COMAG II</u>	Ward	<u>Yiewsley</u>			Location	Tavistock Road	<u>Winnock Road</u>	<u>Winnock Road</u>	Area (ha/sqm)	1.6 ha	<u>0.3</u>	<u>0.06</u>	PTAL Rating	2 , 3 and 4	<u>3</u>	<u>3</u>	Proposed Development	Residential <u>Mixed-use</u>	<u>Residential-led</u>	<u>Residential-led</u>	Current UDP Designation	<u>Industrial Business Area</u>		
Site name	<u>Site A: Padcroft Works</u>	<u>Site B: COMAG I</u>	<u>Site C: COMAG II</u>																											
Ward	<u>Yiewsley</u>																													
Location	Tavistock Road	<u>Winnock Road</u>	<u>Winnock Road</u>																											
Area (ha/sqm)	1.6 ha	<u>0.3</u>	<u>0.06</u>																											
PTAL Rating	2 , 3 and 4	<u>3</u>	<u>3</u>																											
Proposed Development	Residential <u>Mixed-use</u>	<u>Residential-led</u>	<u>Residential-led</u>																											
Current UDP Designation	<u>Industrial Business Area</u>																													

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications			
		Proposed New Designation	None		
		Existing Use	<u>Industrial</u>		
		Relevant Planning History	<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 <u>Residential-led mixed use development to deliver 315 units</u> (ref 45200/APP/2014/3638).</p>	None	None

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

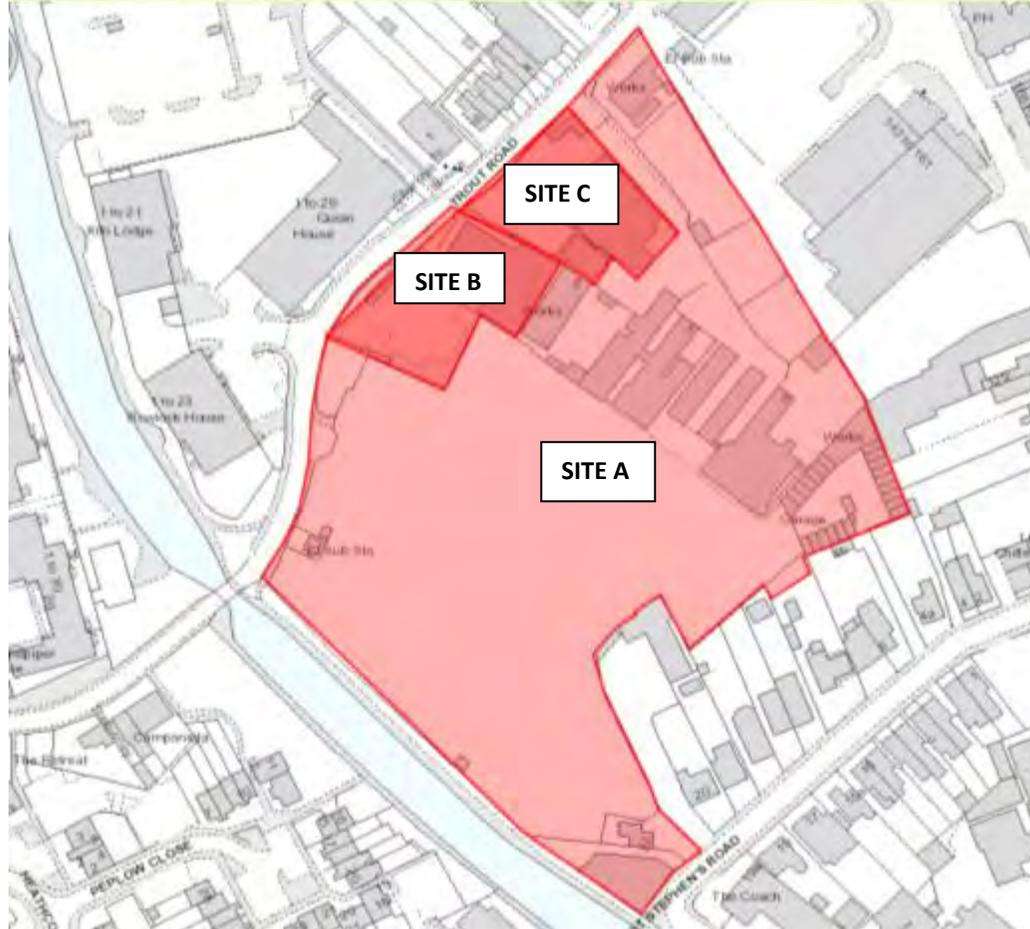
Ref	Document/ Page/Para Number	Proposed Modifications			
			Approved subject to S106.		
		Proposed Number of Units	308 <u>315</u>	<u>100</u>	<u>To be determined by design</u>
		Existing Units	<u>None</u>	<u>None</u>	<u>None</u>
		Net Completions	308 <u>315</u>	<u>100</u>	<u>To be determined by design</u>
		Infrastructure Considerations and Constraints	Drainage strategy is in place	<u>To be negotiated as part of the planning application for development on the site.</u>	<u>To be negotiated as part of the planning application for development on the site.</u>
		Flood Risk	Flood Zone 1, Surface Water Flooding		
		Contamination	Any potential contamination will be addressed through the discharge of an appropriate planning condition		
		Indicative Phasing	2016-2021	<u>2021-2026</u>	<u>2021-2026</u>
		Other information	None Crossrail and HS2 200 metre buffer zone. Site identified in the Hillingdon Housing Trajectory.	<u>None</u>	<u>None</u>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
MM60	Site Allocations and Designations document Page 125 Introductory Text Site Map Policy wording Site Information table	<p><i>Amendment to the introductory text, site map, policy text and site information table to include Onslow Mills as Site C.</i></p> <p>Trout Road, Yiewsley</p> <p>The site comprises a parcel of land bound to the south by the Grand Union Canal and St Stephen's Road and to the North-West by Trout Road. The Council has granted planning permission for the provision of 99 149 residential units as part of a mixed used development on Site A and 44 residential units on Site B. <u>The principle of residential development is supported on Site C, subject to the agreement of design, layout and massing details with the Council.</u></p>

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
		

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications																												
		<p>Policy SA 39: Trout Road, Yiewsley</p> <p>Site A</p> <p>The Council will seek to secure the development of the site in accordance with the existing permission The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints. (Ref: 38058/APP/2013/1756).</p> <p>Site B</p> <p>The Council will seek to secure the development of the site in accordance with the existing permission permission The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints. (Ref: 3678/APP/2013/3637).</p> <p>Site C</p> <p>The principle of residential development is supported, subject to the agreement of design, layout and massing details with the Council.</p> <table border="1" data-bbox="557 855 1917 1362"> <thead> <tr> <th data-bbox="557 855 871 919">Site Name</th> <th colspan="3" data-bbox="871 855 1917 919">Trout Road, Yiewsley</th> </tr> <tr> <td data-bbox="557 919 871 983"></td> <th data-bbox="871 919 1184 983">Site A</th> <th data-bbox="1184 919 1550 983">Site B</th> <th data-bbox="1550 919 1917 983"><u>Site C</u></th> </tr> </thead> <tbody> <tr> <th data-bbox="557 983 871 1046">Ward</th> <td data-bbox="871 983 1184 1046">Yiewsley</td> <td data-bbox="1184 983 1550 1046">Yiewsley</td> <td data-bbox="1550 983 1917 1046"><u>Yiewsley</u></td> </tr> <tr> <th data-bbox="557 1046 871 1174">Location</th> <td data-bbox="871 1046 1184 1174">Rainbow and Kirby Industrial Estates, Trout Road</td> <td data-bbox="1184 1046 1550 1174">Caxton House, Trout Road</td> <td data-bbox="1550 1046 1917 1174"><u>Onslow Mills</u></td> </tr> <tr> <th data-bbox="557 1174 871 1238">Area (ha/sqm)</th> <td data-bbox="871 1174 1184 1238">2.7</td> <td data-bbox="1184 1174 1550 1238">0.18</td> <td data-bbox="1550 1174 1917 1238"><u>0.13</u></td> </tr> <tr> <th data-bbox="557 1238 871 1302">PTAL Ratings</th> <td data-bbox="871 1238 1184 1302">2</td> <td data-bbox="1184 1238 1550 1302">2</td> <td data-bbox="1550 1238 1917 1302"><u>2</u></td> </tr> <tr> <th data-bbox="557 1302 871 1362">Proposed</th> <td data-bbox="871 1302 1184 1362">Mixed Use</td> <td data-bbox="1184 1302 1550 1362">Residential</td> <td data-bbox="1550 1302 1917 1362"><u>Residential</u></td> </tr> </tbody> </table>	Site Name	Trout Road, Yiewsley				Site A	Site B	<u>Site C</u>	Ward	Yiewsley	Yiewsley	<u>Yiewsley</u>	Location	Rainbow and Kirby Industrial Estates, Trout Road	Caxton House, Trout Road	<u>Onslow Mills</u>	Area (ha/sqm)	2.7	0.18	<u>0.13</u>	PTAL Ratings	2	2	<u>2</u>	Proposed	Mixed Use	Residential	<u>Residential</u>
Site Name	Trout Road, Yiewsley																													
	Site A	Site B	<u>Site C</u>																											
Ward	Yiewsley	Yiewsley	<u>Yiewsley</u>																											
Location	Rainbow and Kirby Industrial Estates, Trout Road	Caxton House, Trout Road	<u>Onslow Mills</u>																											
Area (ha/sqm)	2.7	0.18	<u>0.13</u>																											
PTAL Ratings	2	2	<u>2</u>																											
Proposed	Mixed Use	Residential	<u>Residential</u>																											

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications			
		Development			
		Current UDP Designations	Industrial Business Area; Yiewsley Town Centre; Archaeological Priority Zone		
		Proposed New Designations	None	None	<u>None</u>
		Existing Use	Industrial buildings	Industrial buildings	<u>Industrial buildings</u>
		Relevant Planning History (Most Recent)	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.	Erection of 44 residential apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings). Approval on 31.07.2014.	<u>Application for residential development submitted</u>
		Proposed Number of	<u>99 149</u>	44	<u>24</u>

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SCHEDULE OF MAIN MODIFICATIONS

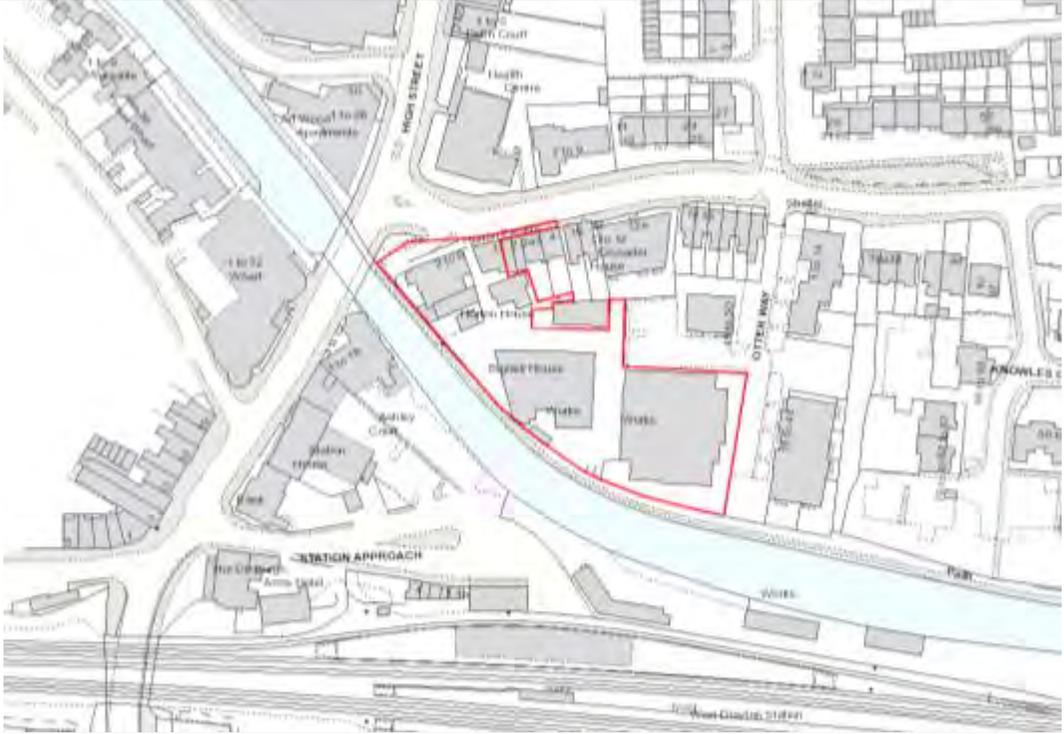
Ref	Document/ Page/Para Number	Proposed Modifications			
		Units			
		Existing Units	0	0	<u>0</u>
		Net Completions	99 149 units	44 units	<u>24</u>
		Infrastructure Considerations	As per extant consent	As per extant consent	<u>Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage.</u> <u>Further infrastructure considerations to be negotiated as part of the planning application.</u>
		Flood Risk	Flood Zone 1	Flood Zone 1, surface flooding, Drainage Statement in place.	<u>Flood Zone 1</u>
		Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.		
		Indicative Phasing	2016 - 2021	2016 - 2021	<u>2021-2026</u>
		Other information	Site is identified in Hillingdon's Housing Trajectory and for release in the Council's Employment Land Study.	Site is identified for release in the Council's Employment Land Study. Habitat Survey in place.	<u>None</u>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
MM61	Site Allocations and Designations Document Page 129 Addition of new site after Policy SA 39: Trout Road, Yiewsley	<i>Addition of Policy SA39A Land to the rear of 2-24 Horton Road as a new site.</i> <u>Land to the rear of 2-24 Horton Road</u> <u>The Land to the rear of 2-24 Horton Road is located in West Drayton town centre. The Council granted planning consent for residential development in 2017.</u>

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications		
		 <p><u>POLICY SA39A: Land to the rear of 2-24 Horton Road</u></p> <p><u>The Council will support the provision of residential-led mixed use development on the site of 86 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (71582/APP/2016/4582).</u></p> <p><u>Site Information</u></p> <table border="1" data-bbox="560 1284 1915 1340"> <tr> <td data-bbox="560 1284 1093 1340"><u>Site name</u></td> <td data-bbox="1093 1284 1915 1340"><u>Land to the rear of 2-24 Horton Road</u></td> </tr> </table>	<u>Site name</u>	<u>Land to the rear of 2-24 Horton Road</u>
<u>Site name</u>	<u>Land to the rear of 2-24 Horton Road</u>			

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Ward</u>	<u>Yiewsley</u>
		<u>Location</u>	<u>Horton Road</u>
		<u>Area (ha/sqm)</u>	<u>0.5</u>
		<u>PTAL Rating</u>	<u>3</u>
		<u>Proposed Development</u>	<u>Residential-led mixed use</u>
		<u>Current UDP Designation</u>	<u>Yiewsley Town Centre</u>
		<u>Proposed New Designation</u>	<u>None</u>
		<u>Existing Use</u>	<u>Industrial Units</u>
		<u>Relevant Planning History</u>	<u>Application Ref: 71582/APP/2016/4582</u> <u>Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies, together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station. Approval on 31.08.17</u>
		<u>Proposed Number of Units</u>	<u>86</u>
		<u>Existing Units</u>	<u>0</u>
		<u>Net Completions</u>	<u>86</u>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Infrastructure Considerations and Constraints</u>	<u>In line with the conditions of the planning application.</u>
		<u>Flood Risk</u>	<u>Flood Zone 1</u>
		<u>Contamination</u>	<u>Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition</u>
		<u>Indicative Phasing</u>	<u>2016-2021</u>
		<u>Other information</u>	<u>None</u>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
MM62	Site Allocations and Designations document Page 147 Para 4.27	<i>Amend para 4.27 as follows</i> The section identifies those sites in the borough to be designated as LSEL (Locally Significant Employment Locations) or LSIS (Locally Significant Industrial Sites). (a) Locally Significant Employment Locations <ul style="list-style-type: none"> ○ Salamander Quay, Harefield ○ Stockley Park ○ Bath Road, Hayes
MM62	Site Allocations and Designations Document Page 150 Para 4.33 Map I	<i>Delete section 'Bath Road, Hayes' including paragraph 4.33 and Map I: Bath Road, Hayes LSEL</i>
MM63	Site Allocations and Designations document Page 142 Para 4.43	Amend paragraph 4.43 as follows: 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 area that the hotel and office development will be directed to as first preference. The identification of specific boundaries has been guided by the specific use of land on the Heathrow perimeter and boundaries have been drawn to include those areas that are already in hotel or office use. <u>Following the publication of Airports National Policy Statement (ANPS) locations identified on the Heathrow perimeter have been excluded due to the sites occupying land that is identified with the ANPS for the expansion of Heathrow.</u>
MM63	Site Allocations and Designations document Policy SEA 2: Hotel and	<i>Amendments to policy SEA 2 as follows:</i> 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: <ul style="list-style-type: none"> ● Uxbridge Town Centre, defined by the area shown on Map N; and ● Heathrow perimeter (outside of Bath Road LSEL), as defined as the areas shown on Map O.

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	Office Growth Locations	ii) The following areas are designated for office growth only: <ul style="list-style-type: none"> • Stockley Park LSEL, as defined by the area shown on Map P; and • Heathrow perimeter (Bath Road LSEL), as defined by the area shown on Map Q. iii) The following area is designated for hotel growth only: <ul style="list-style-type: none"> • Hayes Town Centre, as defined by the area shown on Map R.
MM63	Site Allocations and Designations document Page 156 Supporting text Paragraph 4.45	<i>Amend the supporting text para 4.45 as follows:</i> As primary locations for office development in West London, Uxbridge, <u>and</u> 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.
MM63	Site Allocations and Designations document Page 156 Paragraph 4.47	<i>Amend the supporting text as follows:</i> Stockley Park LSEL and Bath Road LSEL have has been designated elsewhere in this chapter as <u>a</u> Locally Significant Employment Locations and are is therefore already identified as <u>a</u> preferred locations for offices and other employment generating uses. In addition to the LSEL designation, Stockley Park LSEL and Bath Road LSEL are is designated as <u>an</u> Office Growth Locations. The dual designation is justified on the basis of the site's ^s strategic significance for office growth at a local and regional level.
MM63	Site Allocations and Designations document Pages 158-160 Paragraphs 4.48 to 4.54	<i>Delete Heathrow Perimeter section including paragraphs 4.48 to 4.54, Map O Bath Road Hotel and Office Growth Locations (clusters 1-6) and Descriptions of Bath Road Clusters 1-7 and supporting maps</i>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
	Map O, Bath Road Clusters 1-7	
MM63	Site Allocations and Designations document Page 162	<i>Delete Map Q Heathrow Perimeter (Bath Road LSEL) Office Growth Location</i>
MM64	Site Allocations and Designations Page 233 - 246 Chapter 7: Community Infrastructure Sites	<p><i>Delete paragraphs 7.1 to 7.17 and replace with the following text:</i></p> <p><u>School Place Provision</u></p> <p><u>In January 2016, the school population in Hillingdon was 51,134. Among the maintained schools, academies and free schools, there are: 72 primary schools, 22 secondary schools, 7 special schools, 1 pupil referral unit and 1 nursery. 58 schools are maintained, 36 are academies and 7 are free schools.</u></p> <p><u>The demand for school places in Hillingdon has been rising in recent years and is forecast to continue to rise in line with national and London-wide predictions. Demand for reception places at primary school level is being driven in part by rising birth rates, new house building and families moving into the Borough. Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme.</u></p> <p><u>New Forms of Entry</u></p> <p><u>The Council's updated forecast shows that demand for primary places in the north of the Borough appears to be reaching a plateau. However, there remains a residual need for a small number of additional forms of entry. Demand for places in the south of the Borough is still forecast to grow, particularly in the Hayes area where the majority of housing growth is expected to take place.</u></p> <p><u>The Council's Strategic Infrastructure Plan (SIP) contains an up to date assessment of school place needs over the period of the Local Plan. In the 5 year period up to 2021/22, the SIP identifies a need to provide 9 primary forms of</u></p>

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SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications						
		<p><u>entry; 2 in the north of the borough and 7 in the south. Over the same period, there is an identified need for 12 secondary forms of entry: 9 in the north of the borough and 3 in the south.</u></p> <p><u>Meeting the Needs</u></p> <p><u>The need for primary places in the north of the borough is expected to be met through the expansion of two schools, Hillside Junior School and Warrender Primary. Subject to meeting the policies and provisions of this plan, the Council will support the delivery of a new primary school within or in the vicinity of the Hayes Housing Zone.</u></p> <p><u>The majority of the forecast need for secondary provision is located in the north of the borough. The Council is progressing proposals for the expansion of Abbotsfield, Northwood and Swakeleys Schools and further expansions are expected at Vyners and Ruislip High School. Notwithstanding these proposals, it is likely that a new secondary school will be required to the north of the A40. The Council is assessing free school proposals to meet this requirement, although some temporary expansions may be required to provide interim capacity. The Council's Strategic Infrastructure Plan notes that the demand for places in the south of the borough will be met, either through the expansion of existing schools, or the provision of a new free school.</u></p> <p><u>All proposals for expansions or new schools will be required to meet the provisions of the criteria based policy DMCI 2 contained in the Council's Development Management Policies document.</u></p> <p><u>Health Care Provision</u></p> <p><u>Ensuring a healthy population is a key component of sustainable growth. The Council has produced the Joint Strategic Needs Assessment (JSNA), as the main policy document for health service delivery in the borough. The JSNA seeks to review the health and well-being of the population and reduce health inequalities. The Council's Strategic infrastructure Plan identifies key healthcare projects that are expected to come forward through to 2026. These projects can be divided between those relating to primary and acute healthcare.</u></p> <p><u>Primary Care Provision</u></p> <table border="1" data-bbox="573 1177 1933 1377"> <thead> <tr> <th data-bbox="573 1177 1021 1257"><u>Description</u></th> <th data-bbox="1021 1177 1473 1257"><u>Requirement</u></th> <th data-bbox="1473 1177 1933 1257"><u>Delivery Aim</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="573 1257 1021 1377"><u>New out of hospital hub in North Hillingdon at Mount Vernon Hospital.</u></td> <td data-bbox="1021 1257 1473 1377"><u>New building of approximately 700 sqm for out of hospital services and improved access to</u></td> <td data-bbox="1473 1257 1933 1377"><u>By 2019</u></td> </tr> </tbody> </table>	<u>Description</u>	<u>Requirement</u>	<u>Delivery Aim</u>	<u>New out of hospital hub in North Hillingdon at Mount Vernon Hospital.</u>	<u>New building of approximately 700 sqm for out of hospital services and improved access to</u>	<u>By 2019</u>
<u>Description</u>	<u>Requirement</u>	<u>Delivery Aim</u>						
<u>New out of hospital hub in North Hillingdon at Mount Vernon Hospital.</u>	<u>New building of approximately 700 sqm for out of hospital services and improved access to</u>	<u>By 2019</u>						

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications		
			<u>health facilities.</u>	
		<u>New out of hospital hub in Uxbridge and West Drayton</u>	<u>New building of approximately 2,300 sqm for out of hospital services and improved access to health facilities.</u>	<u>By 2019/20</u>
		<u>New primary care facility on the former Woodside Care Home site</u>	<u>New building of approximately 900 sqm to address population growth and resulting increased demand for healthcare facilities.</u>	<u>By 2018</u>
		<u>New centralised CCG facility in Yiewsley</u>	<u>Site of approximately 2,500 sqm to meet healthcare requirements associated with housing growth.</u>	<u>Currently unknown</u>
		<u>New primary care facility in Hayes & Harlington</u>	<u>New building of approximately 1,000-1500 sqm to extend the capacity of the existing HESA facility.</u>	<u>Within 5 years</u>
		<u>Potential development at Eastcote Health Centre</u>	<u>Requirement to be determined through discussions with the CCG to extend and improve existing facilities.</u>	<u>Delivery aim: by 2019</u>
		<u>In addition to the above, the Council recognises the need for improved facilities at Mount Vernon and also Hillingdon Hospital. The Council will work with the relevant providers to address the recognised need for these facilities. Proposals will be assessed against the requirements of national planning guidance, the relevant policies in this plan and the impacts on the setting of the Listed Buildings.</u>		

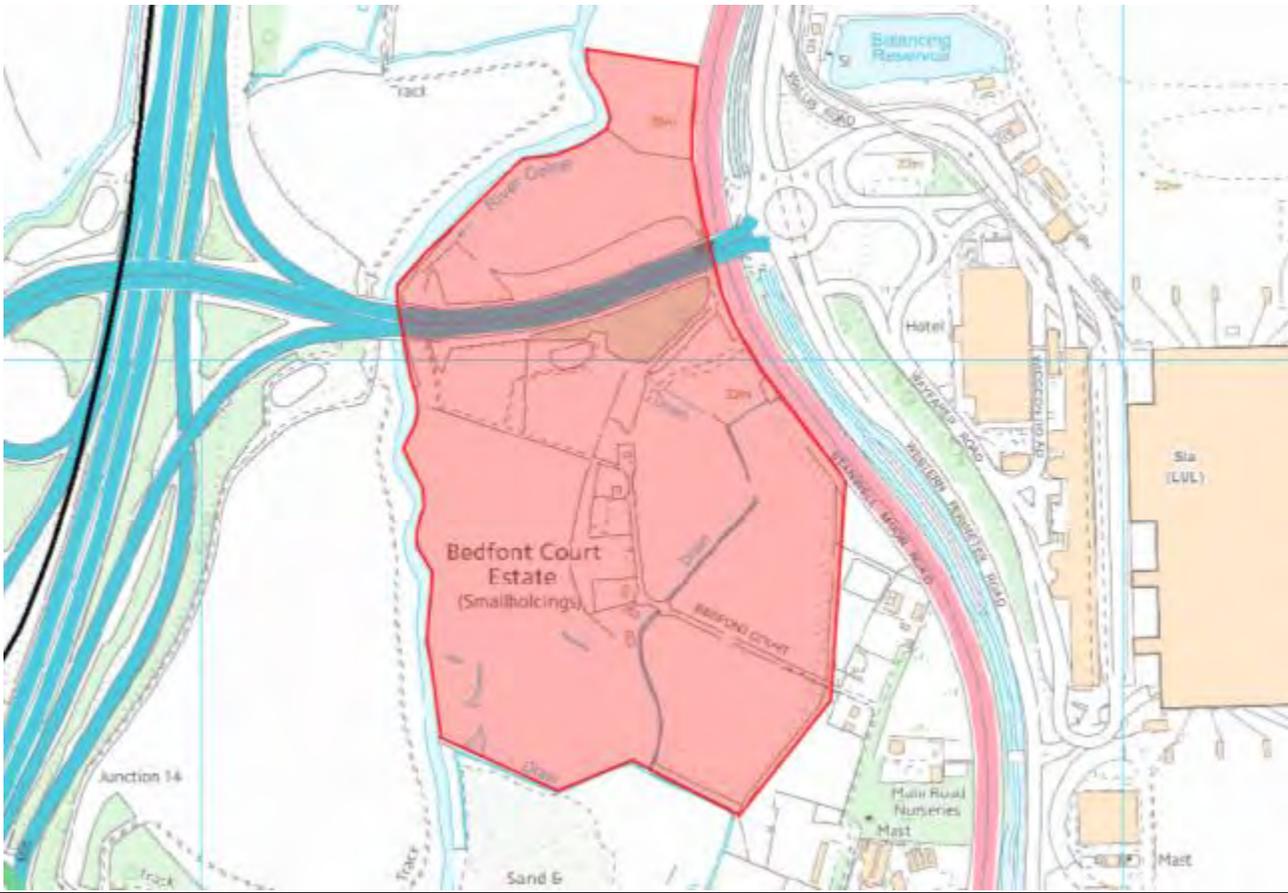
New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications
MM65	New Chapter name	<p><i>Chapter title to be changed</i></p> <p>MINERALS SAFEGUARDING to be deleted replaced with MINERALS DEVELOPMENT</p>
MM66	<p>Site Allocations and Designations document</p> <p>Page 247</p> <p>Paragraph 8.1</p>	<p><i>Proposed deletion of paragraphs 8.1-8.4 to be replaced with the following text:</i></p> <p><u>The Local Plan Part 1 identifies three areas of safeguarded mineral resource, which are considered to contain sufficient reserves to meet Hillingdon's London Plan apportionment target for the supply of aggregates. The safeguarded areas were initially identified in the Council's Minerals Technical Background Report, published in 2008.</u></p> <p><u>The safeguarded sites identified in the Local Plan Part 1 have been re-categorised to reflect the National Planning Practice Guidance, which provides further advice to Minerals Planning Authorities on how to plan for mineral extraction:</u></p> <ul style="list-style-type: none"> • <u>Land to the west of Harmondsworth Quarry (Preferred Area)</u> • <u>Land north of Harmondsworth (Preferred Area), and</u> • <u>Land at Sipson Lane, east of the M4 spur (Specific Site)</u> <p><u>In addition to the above sites, Land at Bedfont Court has previously been granted planning approval for extraction and is also identified as an Area of Search.</u></p> <p><i>Paragraphs 8.5 - 8.6 will be retained, although paragraph number will be amended to be consistent with the proposed new text.</i></p> <p><i>The 'Site Types' of sites Land to the west of Harmondsworth Quarry, Land north of Harmondsworth and Land at Sipson Lane, east of the M4 spur will be amended in the Site Information Table to reflect the proposed changes identified above.</i></p>
MM67	<p>Site Allocations and Designations and Policies Map</p>	<p><i>Addition of a new site at Bedfont Court Estate as an Area of Search</i></p> <p><u>Area Of Search</u></p> <p><u>Bedfont Court Estate</u></p>

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications		
	<p>Page 252</p> <p>Addition of new designation</p>	 <p>The map shows the Bedfont Court Estate (Smallholdings) in red. A new blue-shaded area follows a watercourse through the estate. Other features include Junction 14, Sand E, Hotel, Main Road Nurseries, Mast, and a Sla (LUL) area.</p> <table border="1" data-bbox="560 1276 1915 1332"> <tr> <td data-bbox="560 1276 1097 1332"><u>Site name</u></td> <td data-bbox="1097 1276 1915 1332"><u>Bedfont Court Estate</u></td> </tr> </table>	<u>Site name</u>	<u>Bedfont Court Estate</u>
<u>Site name</u>	<u>Bedfont Court Estate</u>			

New text is **bold** and underlined. Deleted text is **bold** and ~~strikethrough~~. Text explaining the modification is in *italics*.

SCHEDULE OF MAIN MODIFICATIONS

Ref	Document/ Page/Para Number	Proposed Modifications	
		<u>Site Type</u>	<u>Area of Search</u>
		<u>Location</u>	<u>Site is located immediately to the west of the Heathrow Airport Boundary</u>
		<u>Existing Use</u>	<u>Open Land</u>
		<u>Area (ha/sqm)</u>	<u>26 ha</u>
		<u>PTAL Rating</u>	<u>0</u>
		<u>Proposed Development</u>	<u>Mineral Extraction</u>
		<u>Infrastructure Considerations</u>	<u>As defined in the most recent planning proposals.</u>
		<u>Relevant Planning History</u>	<u>Ref: 69073/APP/2013/637 Use of land for the extraction of sand and gravel, filling with inert waste and restoration to agriculture including associated works. Approved 22-10-13</u>
		<u>Designation</u>	<u>Green Belt</u>
		<u>Policy Considerations</u>	<u>London Plan Policy 5.20</u> <u>Local Plan Part 1: Policies HE1, EM2 and EM9.</u> <u>Archaeological Considerations, including the Archaeological Priority Zone.</u>
		<u>Indicative Phasing</u>	<u>2021-2026</u>
		<u>Designation</u>	<u>Green Belt</u>

APPENDIX 3

LONDON BOROUGH OF HILLINGDON

LOCAL PLAN PART 2

DEVELOPMENT MANAGEMENT POLICIES

Adoption Version

Post Examination minor corrections are shown in track changes

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1. INTRODUCTION

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 This Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications. The document is structured as follows:

Chapter 2 - The Economy: sets out policies related to employment growth in the Borough, including the uses that are acceptable on designated and non-designated sites, offices, and policies related to tourism.

Chapter 3 - Town Centres: contains policies related to all aspects of town centre development including the uses that will be acceptable in designated town centres.

Chapter 4 - New Homes: sets out policies to ensure the delivery of new homes, including affordable housing.

Chapter 5 - Historic and the Built Environment: sets out policies to ensure the protection of Hillingdon's heritage and the built environment. Specific policies related to householder development are contained in Appendix A of the document and design guidance for shopfronts in Appendix B.

Chapter 6 - Environmental Protection and Enhancement: contains a range of policies related to environmental protection including sustainable design standards, air, water and land quality, the natural environment, Green Belt and minerals.

Chapter 7 - Community Infrastructure: contains policies related to community infrastructure protection and provision, including open space, education and healthcare.

Chapter 8 - Transport and Aviation: policies related to all aspects of the transport network including Heathrow Airport.

Status of Development Plan Documents

1.3 The National Planning Policy Framework (NPPF) re-affirms the Government's commitment to a plan-led system. The adopted Local Plan and the published London Plan together form the 'development plan' for the London Borough of Hillingdon. Section 38(6) of the Planning and Compulsory Purchase Act 2004 makes clear that determinations of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.

1.4 Cutting across all thematic policies in the plan is the presumption in favour of sustainable development contained within the NPPF. This requires that:

a) When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

b) Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

c) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise – taking into account ~~whether~~:

- Relevant London Plan policies
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- Specific policies in the NPPF indicate that development should be restricted.

Supporting Technical Reports

1.5 In line with EU and UK requirements, a sustainability appraisal (SA) (incorporating the requirements of a Strategic Environmental Assessment) has been undertaken alongside policy preparation. The overall aim is to ensure that the Plan contributes to the achievement of sustainable development. This has involved a separate and concurrent evaluation of the policies, options and reasonable alternatives. The SA highlights the key social, economic and environmental impacts and identifies mitigation

measures to ensure effective implementation. The SA has contributed towards the reasoning and refinement of policies and is subject to public consultation. The SA is available to view as a separate document.

1.6 An Equalities Impact Assessment (EIA) of Part 2 has been prepared by the Council. An EIA is the process of identifying what impact, or likely impact, a policy has on protected groups. Local authorities have a duty under the Equalities Act 2010 to carry out an EIA of their Local Plans. The assessment seeks to ensure that, as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures. The EIA highlights key issues that need further consideration and the recommendations were used in the preparation of the policies in this document.

2. THE ECONOMY

BACKGROUND

2.1 Hillingdon has a strong, well connected local economy with good potential for further growth. The Borough contains over 10,090 active enterprises, providing some 200,000 jobs and whilst many are small and medium sized organisations, Hillingdon has one of the highest numbers of major international and European headquarters outside of the City, Canary Wharf and the West End.

2.2 Hillingdon is a borough of economic and environmental contrasts. In the semi rural area to the north of the A40, opportunities for economic growth are focussed on the network of district and local centres and some designated employment sites. In contrast, the south of the Borough contains areas of high deprivation, but also accommodates Heathrow Airport, the UK's only hub airport, Uxbridge Metropolitan Centre and the Stockley Park concentration of high-tech multi-national industries. These economic components have a sphere of influence that extends beyond Hillingdon's boundaries, across London and the wider south east region.

2.3 The supporting text to Policy E1: Managing the Supply of Employment Land in the Local Plan Part 1 reveals that 17.58 hectares of surplus industrial and warehousing land could be released from 2011 - 2026. The Council has updated its Employment Land Study since the adoption of the Local Plan Part 1. The updated study identifies a surplus of employment land in the region of between 16.3 and 20.6 hectares.

2.4 The Site Allocations and Designations document identifies specific designated sites for release, in accordance with the findings of the Council's latest Employment Land Study. This section provides policies to assist in the determination of planning applications relating to designated and non-designated employment sites and offices. The Council recognises that town centres also make a significant contribution to the economy. Policies relating to town centres are included in Section 3 of this document.

EMPLOYMENT

Designated Employment Sites

2.5 Hillingdon has four Strategic Industrial Locations (SILs), which are protected by Policy 2.17: Strategic Industrial Locations of the London Plan [2016](#) as being the main reservoirs of industrial land in the Borough.

SILs fall into two broad categories:

- **Preferred Industrial Locations (PILs):** These are suitable for general industrial, light industrial, storage and distribution, waste management, recycling, some transport related functions and other industrial related uses (i.e. generally Use Classes B1 (c), B2 and B8). Hillingdon has three PILs – they are the Uxbridge Industrial Estate, Victoria Road / Stonefield Way Industrial Business Area in South Ruislip and the Hayes Industrial Area.
- **Industrial Business Parks (IBPs):** These are suited to industrial activities that are compatible with a higher quality environment including research and development, light industrial and higher value general industrial, (i.e. primarily Use Classes B2 and B8 and some B1(b), B1(c)). IBPs are not intended for large scale office development.¹ Hillingdon has one IBP located at North Uxbridge Industrial Estate.

2.6 The Local Plan Part 1 designates two classes of locally significant employment land:

- **Locally Significant Industrial Sites (LSIS):** These are intended to be suitable for industrial and warehouse activities (Use Classes B1(c), B2 and B8).
- **Locally Significant Employment Locations (LSEL):** These are intended to have a light industrial, office and research and development role (B1 (a), (b), (c) use designated classes).

2.7 The uses permitted on locally ~~designed-designated~~ employment sites are comparable with the different categories of SIL. LSIS are primarily for industrial activities, LSEs have more flexibility to accommodate 'business park' type activities. The Council expects proposals in LSEs to promote a high quality business environment that respects local amenity. Particular attention should be given to building design and landscaping. Depending on

¹ London Plan para 2.79

the Public Transport Accessibility Level (PTAL), proposals in some LSEs will be required to address issues of accessibility, including the provision of travel plans where appropriate.

2.8 New development should not compromise the operation of designated sites. The Council will discourage the location of uses which are sensitive to industrial operations, especially where appropriate mitigation measures to address issues such as noise, vibration and lighting have not been properly incorporated into the development scheme. Development that has an adverse impact on access to designated sites will also be resisted. In accordance with relevant policies in the London Plan, mixed use developments will be supported where they assist with the renewal and modernisation of the remaining office stock.

Policy DME 1: Employment Uses on Designated Employment Sites

A) The Council will support employment proposals in Strategic Industrial Locations (SILs) - Preferred Industrial Locations (PIL) or Industrial Business Parks (IBP) - in accordance with relevant policies in the London Plan.

B) The Council will support industrial and warehousing uses (Use Classes B1 (c), B2 and B8) and Sui Generis uses that are appropriate in an industrial area within Locally Significant Industrial Sites (LSIS).

C) The Council will support light industrial, office and research & development activities (B1 (a) (b) (c) Use Classes) within Locally Significant Employment Locations (LSEs).

D) Proposals for other uses will be acceptable in SILs, LSEs and on LSIS only where:

- i) There is no realistic prospect of the land being developed in accordance with criterion A, B or C; or**
- ii) Sites have been vacant and consistently marketed for a period of 2 years; and**
- iii) The proposed alternative use does not conflict with the policies and objectives of this Plan.**

E) Development adjacent to SILs, LSIS and LSEs must be located and/or designed so as to not to compromise the integrity or operation of these employment areas.

F) Proposals for small scale ancillary development which supports

occupiers and the workforce on designated employment sites, such as 'walk to' services including workplace crèches, cafes and small scale food outlets, will be supported.

Employment Uses Outside of SILs, LSIS and LSELs

2.9 In addition to the areas identified in Policy DME 1: Employment Uses in Designated Sites, Hillingdon also contains a number of non-designated employment sites and areas. These sites vary in size from 1 or 2 units to multiple businesses and accommodate a variety of employment generating activities. Many operate satisfactorily without harm to local amenity and offer real benefits to the local economy.

Policy DME 2: Employment Sites Outside Designated Employment Areas

Proposals which involve the loss of employment floorspace or land outside of designated employment areas will normally be permitted if:

- i) the existing use negatively impacts on local amenity, through disturbance to neighbours, visual intrusion or has an adverse impact on the character of the area; or**
- ii) the site is unsuitable for employment reuse or development because of its size, shape, location, or unsuitability of access; or**
- iii) Sufficient evidence has been provided to demonstrate there is no realistic prospect of land being reused for employment purposes²; or**
- iv) The new use will not adversely affect the functioning of any adjoining employment land; or**
- v) The proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.**

Size of Workspace

2.10 A vital aspect of assisting new businesses, both to start up and to grow, is ensuring an adequate supply of suitable accommodation. Small businesses are acknowledged to be important in maintaining a strong

² Note that sufficient evidence should include details of marketing of the site for a minimum period of 12 months.

economy and providing the seed bed for future larger businesses. This principle is reflected in the London Plan and in the NPPF.

2.11 The Council aims to maintain, and wherever possible, improve the provision of Small and Medium Enterprises (SME) accommodation. Local Plan Part 1 Policy E6: Small and Medium-Sized Enterprises, encourages affordable accommodation for small and medium businesses in appropriate sustainable locations. As part of major employment proposals, the provision of smaller units will be sought in appropriate locations.

2.12 In applying this policy, the Council will take account of any evidence indicating a need for accommodation for small and medium sized firms and the scale of any new development proposed. The Council will encourage the provision of a range of unit sizes, which are capable of accommodating different uses.

Office Development

2.13 The most recent London Office Policy Review (2012) (LOPR) highlights the poor performance of the outer London office market in recent years. However, not all outer London office centres are in structural decline. West London provides, and will continue to provide, primary locations for office development, including Stockley Park and Uxbridge.

2.14 Local Plan Part 1 Policy E2: Location of Employment Growth directs office development to three core growth areas: Uxbridge Town Centre, Stockley Park and Heathrow Perimeter. The first two of these areas are spatially defined through designation in the Site Allocations and Designations document and described below. In addition, office development will also be considered suitable in designated town centres and in LSEs, where it can be demonstrated that the proposals will not lead to the significant loss of and increased demand for light industrial accommodation. The Heathrow Perimeter LSEs have however been removed from the Site Allocations and Designations document to ensure consistency with the Airports National Policy Statement.

Uxbridge

2.15 Businesses are attracted to Uxbridge due to its good road access, the quality of the townscape and service provision, availability of suitable premises, Brunel University and the local skills base. Issues constraining growth include a shortage of good quality office stock in the town and problems with car parking ratios. In particular, relatively low parking allowances for new office developments in Uxbridge have affected its ability to compete with centres outside Greater London. Parking provision for offices in Uxbridge will be expected to meet the standards contained in Appendix C.

Stockley Park

2.16 Stockley Park has a reputation as being one of Europe's premier business parks. The site will retain its importance as a key outer London office location over the period of the Plan. Opportunities to expand employment opportunities and to include a hotel to add to the Park's offer are noted in the Local Plan Part 1. As it is an out of town location, any further growth will need to deliver sustainable transport provision and provide an appropriate level of car parking.

Policy DME 3: Office Development

A) The Council will support proposals for new office development in the preferred locations of Stockley Park and Uxbridge Town Centre, as defined in the Site Allocations and Designations document.

B) Proposals involving loss of office floorspace in preferred locations for office growth, which fall outside of existing permitted development procedures, should include information to demonstrate that:

- i) the site has been actively marketed for two years;**
- ii) the site is no longer viable for office use, taking account of the potential for internal and external refurbishment; and**
- iii) surrounding employment uses will not be undermined.**

C) Proposals for smaller scale new office floorspace within designated town centres, including proposals within mixed use schemes, will be supported where:

- i) the mixed use element of the scheme meets the requirements of policies related to town centre development in this Plan; and**
- ii) the scale of provision is appropriate to the role and function of the town centre.**

D) Proposals involving the loss of office floorspace within designated town centres should be supported by evidence of continuous vacancy and marketing over a 12 month period.

E) Proposals for office uses in LSEs will be permitted, subject to the provision of satisfactory evidence to demonstrate that the proposals will not result in the loss of light industrial accommodation, where there is a demand for these uses.

F) Proposals for offices outside town centres, preferred office growth locations, and Locally Significant Employment Locations will be

required to demonstrate that no other sequentially preferable locations are available.

TOURISM AND VISITOR FACILITIES

2.17 Tourism is an important part of the local economy with key sectors being the business and the conference market, transit trade (visitors stopping in Hillingdon en-route to another destination) and the leisure market. Employment within the tourism sector accounts for over 8% of the Borough's total employment, higher than the London-wide average.

Visitor attractions

2.18 Hillingdon offers a range of specific tourist destinations and reasons to visit the Borough. Firstly, there is a substantial hotel industry based around Heathrow Airport. The development of new hotels is addressed in Policy DME 4: Visitor Attractions and Policy DME 5: Hotels and Visitor Accommodation.

~~However, t~~

The Council will seek to ensure good public transport links between visitor accommodation, visitor attractions and other key destinations in the Borough.

2.19 Uxbridge is identified in the London Plan as having regional/ sub-regional importance as a strategic cluster of night time activity. The town centre is set to continue to enhance its appeal as the former RAF Uxbridge site is developed and cultural proposals, such as a theatre and hotel, are realised.

2.20 Brunel University attracts a substantial number of visitors to Uxbridge through events such as its annual summer school. This is set to continue as Uxbridge has been identified as a Strategic Outer London Development Centre (SOLDC) in the London Plan, based on its function as a centre for higher education.

2.21 Other opportunities for the visitor economy relate to Hillingdon's outer London location, connection to Central London and the South East. Key destinations, including Wembley Stadium, Heathrow and Oxford, are accessible by both the motorway and public transport network. The completion of Crossrail will further increase connectivity.

2.22 Aside from the key international gateway of Heathrow Airport and the specialised commercial market of RAF Northolt, Hillingdon has a number of local and regional destinations which attract visitors from outside the Borough, namely:

- The RAF Uxbridge Battle of Britain WWII Bunker;
- Nature based attractions including the walking, cycling and bridleways of the Colne Valley Park, the Grand Union Canal and the Willow Tree Marina, Yeading;
- Ruislip Lido and the Woodland Centre;
- Golf courses, including Haste Hill, Northwood, Ruislip, Uxbridge and Stockley Park;
- The Hillingdon Sports and Leisure Complex including the 50m indoor pool and the listed lido;
- Harmondsworth Great Barn;
- Heritage sites and gardens including Manor Farm Complex, Ruislip and Eastcote House Gardens (Heritage Lottery funded); and
- Many historic features including Scheduled Ancient Monuments, Listed Buildings, historic towns and villages, parks and gardens, inns, barns and churches.

Policy DME 4: Visitor Attractions

The Council will take steps to encourage people to visit heritage and other sites and will support, in principle, proposals that enhance the visitor offer in the Borough, subject to:

- i) No deleterious impact on neighbouring land use by noise, traffic and congestion, visual intrusion, safety, loss of privacy or amenity;**
- ii) Provision of access by sustainable transport, together with an appropriate level of onsite parking;**
- iii) Improvement and enhancement of the environmental attributes of the site; and**
- iv) Provision of a high standard of building design, consistent with the amenity of the area that respects local architectural form, responds to and enhances features of environmental, historic or cultural significance and addresses inclusive access.**

Hotels and Other Visitor Accommodation

2.23 London Plan Policy 4.5: London's visitor infrastructure sets a London-wide target to achieve an additional 40,000 bedrooms by 2036 and a borough-wide target for Hillingdon to deliver 3,800 new bedrooms over the same period. In addition to hotel rooms these targets can be met through other forms of visitor accommodation, such as guest houses, bed and breakfast accommodation and extensions to appropriately located public houses.

2.24 Hotel growth will be encouraged in Uxbridge and Hayes. These areas are identified and designated in the Site Allocations and Designations document. In accordance with national planning policy, hotel development of an appropriate scale will also be acceptable in other town centres, subject to the provisions of other policies in this Plan. Heathrow is not identified as hotel growth location in the Local Plan Part 2 to ensure consistency with the Airports National Policy Statement.

2.25 The Heathrow area is subject to specific demand for land uses related to the airport, which include a mix of industrial, warehouse and storage, offices and tourist development.

2.26 The Heathrow area is also subject to pressure for off-site airport-related car parking. To ensure the sustainability and air quality objectives of the Local Plan are met, car parking for hotel proposals should be for hotel guests only and not accommodate unrelated vehicles.

2.27 Proposals for new visitor accommodation must be designed to minimise any impacts on privacy by ensuring that an appropriate distance (usually 20m) is maintained between facing windows and there is no overlooking to neighbouring properties. Kitchen vents and outdoor areas, including smoking shelters and waste facilities must be located to avoid nuisance to neighbours. The Council will expect proposals to address car parking and servicing and may require a Travel Plan to be submitted.

Policy DME 5: Hotels and Visitor Accommodation

The Council will support a range of visitor accommodation, conference and related uses in accessible sustainable locations, as defined in the Site Allocations and Designations document, subject to:

- i) A high standard of building and site design, including landscaping and placement of signage that makes a positive contribution to**

local amenity and the streetscape;

- ii) Provision of an accessible layout and rooms in accordance with Policy DME 6: Accessible Hotels and Visitor Accommodation; and**
- iii) No adverse impact on nearby land uses or on the amenity of either adjoining occupants or proposed occupants by virtue of noise, lighting, emissions, privacy, overlooking, any other potential nuisance, parking or traffic congestion.**

Accessible Hotels and Visitor Accommodation

2.28 The provision of visitor accommodation that is accessible to all has been identified as an issue in London. The London-wide Hotel Demand Study (2006) identified a very limited supply of accessible accommodation for disabled people and a number of issues regarding its provision. The London Plan Policy 4.5: London's visitor infrastructure identifies a minimum of 10% of new visitor accommodation to be wheelchair accessible.

2.29 New development will be required to meet the provisions of the Accessible Hillingdon SPD and Design and Access Statements submitted with planning applications should demonstrate consistency with the principles of inclusive design. Additionally, an Accessibility Management Plan (AMP) is required for visitor accommodation of more than 10 rooms. Appropriate facilities for a wide range of disabilities should be included, such as en-suite bathrooms, manoeuvring space for a mobile hoist (where ceiling hoists are not installed), ensuring walls are capable of supporting the required fittings, for example, grab rails and drop down support rails and, where possible, connecting doors to adjoining rooms for assistants to disabled persons.

2.30 An AMP is separate to and complements a Design and Accessibility Statement by outlining amongst other matters “soft” measures (such as management, alarms) which may not be able to be addressed through design. The AMP should ensure that the management and operation of facilities are considered from the onset and that accessibility and inclusion are monitored and maintained throughout the life of the development.

Policy DME 6: Accessible Hotels and Visitor Accommodation

A) In order to ensure that inclusive access has been incorporated into the proposal from the onset, the Council will require:

- i) all proposals to meet the requirements of the Accessible Hillingdon SPD;**

- ii) a Design and Access Statement to be submitted with the planning application; and
 - iii) For proposals of ten rooms or more, an Accessibility Management Plan should be submitted with the planning application.
- B) For proposals of 10 rooms or more, the Council will require 10% of hotel rooms to meet wheelchair accessibility standards. In particular, accessible rooms should:**
- i) be located along accessible routes, close to lifts on upper floors and close to the reception on the ground floor;
 - ii) be situated so that they have equal access to views enjoyed from standard bedrooms; and
 - iii) provide appropriate facilities for a wide range of disabilities.

Farm Diversification

2.31 Farm diversification will help sustain the rural economy. The Council will encourage farmers and agricultural businesses, to invest in their land or business including those uses that contribute to green energy production.

Policy DME1 7: Farm Diversification

The Council will support farm diversification schemes including those related to the provision of renewable energy, provided that they minimise visual, traffic and environmental impacts and do not:

- i) have an adverse impact on the open character of the countryside and landscape quality;
- ii) contribute to visual “clutter”;
- iii) significantly increase road traffic or congestion on rural roads and junctions;
- iv) erode environmental quality, nature conservation value or limit public access to the countryside; and
- v) have an adverse environmental impact on nearby residential areas or other sensitive receptors by virtue of noise, vibration, smoke, odour or emissions.

3. TOWN CENTRES

3.1 Hillingdon's town centres are crucial to the social, economic and environmental wellbeing of the Borough. They provide local communities with a sense of individual identity, and being focused on public transport links provide a basis for sustainable urban living. As a result of competition both from other town centres and from out of town retail developments, as well as the changing retail behaviour of residents (with an increasing use of internet shopping), many town centres are now looking to diversify their roles.

Hierarchy of Centres

3.2 Hillingdon's established hierarchy is anchored by the Metropolitan Centre of Uxbridge, which has built on its retail, economic and locational strengths to expand onto the former RAF Uxbridge site. The Borough has five district centres, the largest being Hayes District Centre and Yiewsley-District Centre in the south of the Borough, where the new Crossrail stations are expected to bring significant regeneration opportunities. The remaining district centres are at Green Lane (Northwood), Eastcote, and Ruislip. Additionally, there are ten neighbourhood or local centres further classified into minor centres or smaller local centres. A number of local parades complete the hierarchy.

3.3 Table 3.1 below and Map 5.3 in Part 1 of the Local Plan outlines the hierarchy of town centres.

Table 3.1: Town Centre Hierarchy

Centre	Town	London Plan Description
Metropolitan Centre	<ul style="list-style-type: none"> • Uxbridge 	Serves wide catchments which can extend over several boroughs and into parts of the wider south east region. Typically they contain at least 100,000 sqm of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions.
District Centres	<ul style="list-style-type: none"> • Ruislip • Eastcote • Green Lane (Northwood) • Yiewsley - West Drayton • Hayes 	Distributed more widely than the metropolitan and major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sqm of retail floorspace.
Minor Centres	<ul style="list-style-type: none"> • Ruislip Manor • Northwood Hills • Uxbridge Road, Hayes 	Typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services.
Local Centres	<ul style="list-style-type: none"> • Harefield • South Ruislip • Hillingdon Heath • North Hillingdon • Ickenham • Harlington • Willow Tree Lane, Yeading 	They may include a small supermarket (typically up to around 500 sqm), sub-post office, pharmacy, laundrette and other useful local services. (In this Development Management document, the minor and local centres are defined as follows: minor centres are considered to have a comparison and higher order goods to serve a population within a 3 km radius; local centres provide a full range and choice of essential shop uses and other local services for people who do not live or work near a town centre).

Scale and Function of Centres

3.4 London Plan [2016](#) Policy 2.15: Town Centres (d) states that development proposals in town centres should be in scale with the centre. In ascertaining scale and suitability of the proposal to a centre, consideration should be given to the consistency of proposals with the definition of the centres in Table 3.1 above. All proposals for town centre uses will be expected to comply with other relevant policies in the development plan for Hillingdon. Proposed development should:

- enhance the town centres offer and be compatible with the nature, scale and function of the centre;
- have no deleterious impact on the function and vitality of the centre or on the Borough centres hierarchy;
- be in accessible locations or locations that are able to be made accessible by public and active transport; and
- in areas of regeneration, contribute positively to wider regeneration objectives.

3.5 Larger centres are considered appropriate locations for accommodating growth in comparison goods retail expenditure and floor space because they are the most accessible by public transport and have greater capacity to provide choice and competition. It is intended that major retail proposals with a significant proportion of high order comparison goods relative to convenience goods locate in the highest order centres in the Borough.

3.6 In order to protect the Borough's shopping hierarchy and the integrity of local parades, the Local Plan Part 1 notes that the Council will require an impact assessment for any retail proposal in an edge of centre or out of town centre location, which exceeds 200 square metres gross retail space. Development proposals of 1,000 sqm or more for individual or combined main town centre uses in out of centre locations will be required to provide an impact assessment.

Policy DMTC 1: Town Centre Developments

A) The Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the centre. Town centre development will need to demonstrate that:

- i) adequate width and depth of floorspace has been provided for the town centre uses; and**
- ii) appropriate servicing arrangements have been provided.**

B) Residential use of ground floor premises in primary and secondary shopping areas and in designated parades will not be supported.

C) Proposals for 'main town centre uses' in out of centre locations will only be permitted where there is no harm to residential amenity.

D) The Council will:

- i) expect proposals for 'main town centre uses' to demonstrate that there are no available or suitable sites in a town centre where an edge of centre or out of centre location is proposed, using a sequential approach; and**
- ii) consider the effect of the proposal, either individually or cumulatively on the vitality and viability of existing town centres. Development proposals in out of centre and edge of centre locations, which exceed 200 sqm of gross retail floorspace, or 1,000 sqm of combined main town centres uses, will require an impact assessment.**

Metropolitan, District and Minor Centres

3.7 Ensuring the viability of Hillingdon's retail centres by managing their land uses is considered integral to the economic and social prosperity of Hillingdon. Vibrant town centres need to have a "critical mass" appropriate to their role in the network and an appropriate level of diversity of retail development to attract consumers of all ages and backgrounds on a regular basis at different times of the day and throughout the year. However, the Council will consider proposals which constitute a departure from policies in this chapter, where they provide clear and long lasting benefits to the vitality and viability of town centres in the borough.

3.8 Whilst seeking to encourage vitality and viability, the Council recognises the different retail functions that take place within its town centres:

- **Primary Areas**, which are the focus of retail activity in the centres and are either already generally dominated by retail shops or are areas which the Local Planning Authority considers have prime retail potential. Therefore in these areas at least 70% of the primary frontage should be maintained in Use Class A1 and concentrations of service uses avoided.
- **Secondary Areas**, peripheral to the primary areas in which shopping and service uses are more mixed, should still retain a high proportion of Class A1 shops. In these areas, at least 50% of the frontage should be in Use Class A1 and concentrations of service uses avoided. Where non-retail uses are permitted, the retention of an appropriately designed shop front can help mitigate the visual effect of a break in the shopping frontage.
- **Other Areas**, outside the primary and secondary areas which are appropriate both for retail and for other town centres uses.

3.9 To ensure the frontages are kept as an area of retailing activity, interruptions in the shop frontage will be minimised and supporting uses are to be dispersed within shopping areas. In primary frontages, the length of continuous frontage in non-retail use should be limited. Separation or an increase in the separation of Use Class A1 units by other uses should be no more than about 12m (broadly the width of two typical shop fronts) and in general, no more than one in three units should be non - A1 use. In addition, the concentration of other (service) uses should be minimised.

3.10 Hot food takeaways (Class A5) have specific issues in terms of parking and impact on the vitality of a shopping area. In order to prevent problems caused by parking on the street or on the pavement outside the premises, adequate off street parking for customers and delivery vehicles will be required. In order to prevent unacceptable effects on local amenity, shopping frontages and the daytime vitality of shopping parades, Use Class A5 hot food takeaways will be limited to 15% of the total number of units present in a centre or a local parade.

3.11 The town centre boundaries as set out in the former Unitary Development Plan have been reviewed and updated. Uxbridge Town Centre boundary is extended onto the former RAF Uxbridge and into the Highbridge Industrial Estate. Boundaries for Ruislip Manor and Harefield have also been amended. The town centre boundaries including primary and secondary shopping areas are defined in Appendix D.

Policy DMTC 2: Primary and Secondary Shopping Areas

A) In primary shopping areas, the Council will support the ground floor use of premises for retail, financial and professional activities and restaurants, cafes, pubs and bars provided that:

- i) a minimum of 70% of the frontage is retained in Use Class A1;**
- ii) Use Class A5 hot food takeaways are limited to a maximum of 15% of the frontage;**
- iii) the proposed use will not result a separation of more than 12 metres between A1 retail uses; and**
- iv) the proposed use does not result in a concentration of non retail uses which could be considered to cause harm to the vitality and viability of the town centre.**

B) In secondary shopping areas, the Council will support the ground floor use of premises for retail; financial and professional activities; restaurants, cafes, pubs and bars; launderettes and other coin operated dry cleaners; community service offices, including doctor's surgeries provided that:

- i) a minimum of 50% of the frontage is retained in retail use; and**
- ii) the uses specified in policy DMTC4 are limited to a maximum of 15% of the frontage;**
- iii) the proposed use does not result in a concentration of non retail uses which could be considered to cause harm to the vitality and viability of the town centre.**

C) The Council will give consideration to the provision of community facilities within secondary frontages where it can be demonstrated that theses will be open to members of the public and would support the vitality and viability of the centre.

D) Outside of defined primary and secondary areas, proposals for a change of use from A1 retail will be permitted, provided the change does not result in the loss of an essential local service.

Local Centres and Local Parades

3.12 Shopping areas that meet local shopping needs over and above daily food shopping have been designated local centres in the Borough hierarchy. These centres provide for the needs of people who do not live close to a town centre and may also provide a range of other services and community functions. Local centres are generally much smaller than town centres and to protect their retail function, policies governing changes of use for A1 (units) are more restrictive than those for town centres.

3.13 The Council will resist proposals that would result in the loss of a Use Class A1 shop in core areas and will examine very closely similar proposals for other parts of these centres.

3.14 The Borough hierarchy of shopping centres also includes local shops and Local Parades, which fulfil a convenience shopping function. The list of Local Parades is in Table 3.2. These parades or local shops are retained to meet the day to day shopping needs of local residents, minimise the need to travel by car or public transport and address wider social, inclusion and accessibility objectives. The following uses are considered important at the local level - pharmacy, post office, grocer, baker, butcher, greengrocer and newsagent - and are referred to as essential shops.

3.15 A walking distance of 800m is applied (about a 10 minute walk) to establish a shop's catchment. Residential areas which are not within 800m of at least five essential shop uses are defined as being deficient. When considering applications for a change of use, accessibility to alternative shops that are available to residents within 800m will be taken into account by the Council. For those areas with an insufficient population to support essential shops, the Council will seek to ensure that all residential areas are within half a mile of at least five essential shop.

3.16 The Council will, in assessing proposals, ensure that parades and local centres retain as many essential shops as possible with no less than three in smaller parades and a choice of essential shops in the larger parades and in local centres. The Council will ensure that at least 50% of a shopping parade is retained as Use Class A1 shops.

Table 3.2: Local Parades

LOCAL PARADES		
<p>Colham Green</p> <ul style="list-style-type: none"> • Pield Health Road • Violet Avenue <p>Cowley</p> <ul style="list-style-type: none"> • Station Road/High Street • Dellfield Parade/The Parade, High Street <p>Cowley Peachy</p> <ul style="list-style-type: none"> • High Road • Moorfield Road <p>Eastcote Village</p> <p>Goulds Green</p> <ul style="list-style-type: none"> • 305 -315 Harlington Road <p>Hayes</p> <ul style="list-style-type: none"> • 124-152 Uxbridge Road • Kingshill Avenue • Lansbury Drive • Bourne Circle/ Gloucester Parade, Bourne Avenue/ Cranbourne Drive • 641 -693 Uxbridge Road, Wood End • Dawley Parade, Dawley Road • 1 – 29 Dawley Road, Hayes town • Hayes End 625 – 849 (south) 1172 – 1380 (north) Uxbridge Road 	<p>Harlington</p> <ul style="list-style-type: none"> • Cranford Parade, 141 - 171 Northfield Parade, North Hyde Road/High Street • Redmead Road, • St Dunstan’s Close <p>Harmondsworth</p> <ul style="list-style-type: none"> • Harmondsworth Village • Bath Road <p>Hillingdon</p> <ul style="list-style-type: none"> • Ryefield Avenue, • Sutton Court Road, • Crescent Parade, Long Lane/Uxbridge Road <p>Hillingdon Hill</p> <ul style="list-style-type: none"> • Royal Lane/Hillingdon Village <p>Ickenham</p> <ul style="list-style-type: none"> • 55 -97 High Road <p>Northwood</p> <ul style="list-style-type: none"> • Northwood High Street • Pinner Road, • Salisbury Road <p>Ruislip</p> <ul style="list-style-type: none"> • Howletts Lane, <p>Ruislip Gardens</p> <ul style="list-style-type: none"> • West End Road/ New Pond Parade <p>Sipson</p> <ul style="list-style-type: none"> • 41- 47 Sipson Way 	<p>South Ruislip</p> <ul style="list-style-type: none"> • 702 –724 Field End Road • 439– 490 Victoria Road, • 1-24 Station Approach • Whitby Road <p>Uxbridge</p> <ul style="list-style-type: none"> • Cowley Road (Trumper Way-Myddleton Road) • 98-118 Cowley Road • Brunel University <p>West Drayton</p> <ul style="list-style-type: none"> • 58-66 Swan Road, • 81 Swan Road and the Green • 107 –147 Station Road <p>West Drayton</p> <ul style="list-style-type: none"> • Mulberry Crescent • Harmondsworth Road/Sipson Road Laurel Lane • Byron Way/ Coleridge Way <p>West Ruislip</p> <ul style="list-style-type: none"> • (Station) Ickenham Road • Station Parade, Ickenham Road <p>Yeading</p> <ul style="list-style-type: none"> • Welbeck Avenue • Yeading Lane <p>Yiewsley</p> <ul style="list-style-type: none"> • Falling Lane/Royal Lane

Policy DMTC 3: Maintaining the Viability of Local Centres and Local Parades

A) The Council will protect and enhance the function of local centres and local shopping parades by retaining uses that support their continued viability and attractiveness to the locality they serve. In considering applications for changes of use of shops the Council will ensure that:

- i) the local centre or shopping parade retains sufficient essential shop uses to provide a range and choice of shops appropriate to the size of the parade, and its function in the Borough shopping hierarchy;**
- ii) at least of 50% of the local centre or shopping parade is retained as Use Class A1 shops; and**
- iii) the surrounding residential area is not deficient in essential shop uses.**

Location and concentration of town centre uses

3.17 Given the mixed use nature and higher density of development in town centres, it is important to ensure that there is a mix and balance of complementary night time and day time uses that can co-exist successfully with neighbouring residential areas and create an attractive and vibrant area. Certain types of uses can cause detrimental cumulative impacts as a result of their concentration or location. The Council will therefore resist applications for such uses where they would cause harm to the character, function and amenity of an area or negatively impact on the health and wellbeing of the Borough's residents.

3.18 In assessing the likely impacts of a proposal on the surrounding area, various factors will be taken into account such as the type of use, the proposed hours of opening, size of premises, operation and servicing, parking requirements, and measures to mitigate odour and noise. Proposals that would result in unreasonable adverse cumulative impacts that cannot be adequately mitigated will be resisted.

3.19 When considering applications for adult-orientated activities, such as alcohol consumption, gambling, and adult entertainment, the proximity of the site to housing, places of worship, schools, hospitals and other sensitive community facilities will be considered.

3.20 The Mayor of London's Town Centres SPG encourages boroughs to manage over concentrations of certain activities, such as betting shops, hot food takeaways and pay day loan outlets. The Council will apply the maximum threshold for these uses of 15% of primary and secondary frontages set out in criteria A ii) and B ii) of Policy DMTC 2: Primary and Secondary Shopping Areas. A Supplementary Planning Document will be prepared to provide more detailed guidance on the issues raised by these sites, including the proximity of hot food takeaways to schools.

Betting shops

3.21 The London Plan Town Centres SPG identifies the need to control the proliferation of betting shops and to address the implications this can have on maintaining the vitality and viability of town centres and protecting amenity and safety. It highlights the issues affecting amenity and the continued success of town centres which justify planning authorities to consider the merits of proposals for betting shops.

3.22 For any planning proposals for betting shops that fall outside permitted development rights, the Council will consider impacts on amenity, concentration of similar uses, security of the locality and proximity to sensitive uses.

Restaurants and Takeaways

3.23 Unlike shops and many other services, restaurants and takeaways have limited opening hours and they can create problems of noise, odours, litter and on street parking. Saturating an area with these uses can impact on local amenity as well as on the broader vitality of a shopping frontage.

3.24 Planning permissions for restaurant and takeaway proposals may need planning conditions to secure acceptable hours of operation, adequate ventilation and filtration equipment which also avoid adverse impacts on visual amenity and to ensure that adequate arrangements are made for the storage and disposal of refuse.

3.25 Ducting and ventilation equipment can cause noise and nuisance (from noise, odours and emissions) to neighbours and when inappropriately or retrospectively placed, can impact on the visual amenity of the street frontage, the building or surrounding area. This is of particular relevance for Listed Buildings and Conservation Areas.

3.26 Proposals for Use Classes A3/A5 requiring ventilation or ducting equipment should include the details of this as part of the planning application to ensure that the Council can assess the acceptability of the proposals. As a guide, exterior ducting should be placed so as not to impact on the

streetscape or amenity of the area and consideration is required as to the impacts on any adjoining residential uses.

Night time economy

3.27 The London Plan Town Centres SPG notes the evening and night time uses can contribute to the vitality of the town centre and make town centres feel safer by increasing activity and providing passive surveillance.

3.28 However evening and night time uses can also be associated with noise, crime, antisocial behaviour, community safety problems and detrimental effects on public health which, without appropriate management and mitigation, impacts on the quality of life of local residents.

3.29 Planning applications for evening and night time uses will need to demonstrate that the proposed use will not result in adverse impacts, particularly on residential amenity or result in an unacceptable concentration of uses.

Minicab offices

3.30 Whilst minicab offices provide a service to the public, they can cause nuisance through inadequate parking provision, leading to street congestion and noise during evening operations. In assessing planning applications the Council will therefore consider the adequacy of car park provision, hours of operation, suitability of traffic arrangements and impacts on congestion and local vehicle movement as well as surrounding land uses.

Policy DMTC 4: Amenity and Town Centre Uses

Proposals for restaurants and hot food takeaways, drinking establishments, betting shops, night clubs, casinos, amusement centres, minicab offices and other similar uses will only be supported provided that they:

- i) would not result in adverse cumulative impacts due to an unacceptable concentration of such uses in one area;**
- ii) would not cause unacceptable disturbance or loss of amenity to nearby properties by reason of noise, odour, emissions, safety and security, refuse, parking or traffic congestion; and**
- iii) would not detrimentally affect the character or function of an area by virtue of the proposed use or visual impact.**

4. NEW HOMES

Introduction

4.1 The NPPF requires local planning authorities to plan for housing to meet projected needs over the ~~P~~lan's period. The ~~plan~~-Plan should identify the mix and type of housing required, including the proportion of affordable housing needed to achieve mixed and balanced communities.

4.2 The overall amount and broad locations for growth are set out in the Local Plan Part ~~2~~1. The Site Allocations and Designations document identifies specific sites for residential development, to ~~provide 5 years' worth of~~meet the ~~borough's~~ housing supply ~~target~~. This document contains detailed policies to deliver housing ~~targets and~~ the right type of ~~affordable~~ housing, in a way that does not have an adverse impact on local amenity or character.

Safeguarding Existing Housing

4.3 In order to meet projected housing needs, the Council aims to resist the loss of residential accommodation within the Borough by means of Policy DMH 1: Safeguarding Existing Housing. For the purposes of this policy, residential accommodation includes Houses in Multiple Occupation (HMOs), student accommodation and other uses falling into Use Classes C3 and C4.

4.4 In addition to resisting the net loss of residential accommodation, proposals to combine separate flats within an original house or purpose built block to create family sized housing (3+ bedrooms) will be supported as this does not result in the net loss of residential floorspace and provides much needed family sized accommodation. Proposals related to the conversion of residential properties should take account of Policy DMH 4: Residential Conversions.

4.5 The Council recognises that exceptional circumstances may exist which outweigh the loss of residential units and deliver other Local Plan policy objectives. Each case for exceptional circumstances will be assessed on its merits.

Policy DMH 1: Safeguarding Existing Housing

A) The net loss of existing self-contained³ housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

B) The Council will grant planning permission for the subdivision of dwellings only if:

- i) car parking standards can be met within the curtilage of the site without being detrimental to the street scene;**
- ii) all units are self contained with exclusive use of sanitary and kitchen facilities and provided with individual entrances and internal staircases to serve units above ground floor level;**
- iii) adequate amenity space is provided for the benefit of residents; and**
- iv) adequate living space standards are met.**

Housing Mix

4.6 The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.

Policy DMH 2: Housing Mix

The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

³ Self-containment is where all the rooms (including kitchen, bathroom and toilet) in a household's accommodation are behind a single door which only that household can use. See <https://www.gov.uk/definitions-of-general-housing-terms>

Office Conversions

4.7 Paragraph 51 of the NPPF 2012 supports the conversion of commercial premises to residential use where there is an identified need for additional housing and no strong economic reasons why such development would be inappropriate.

Policy DMH 3: Office Conversions

A) Where offices are found to be redundant, their demolition and redevelopment for office accommodation will be supported. Where this is not feasible or viable, proposals for the conversion of offices to residential which fall outside of current permitted development rights will be supported where:

- i) the conversion of offices provide an external finish that is suitable to a residential building and in keeping with the character of the area;**
- ii) balconies and/or amenity spaces are designed into the development as integral facilities and the creation of well designed public realm and landscaping is demonstrated;**
- iii) any additional functional features that are needed such as pipes, flues or communications equipment are grouped together and routed through existing features where possible, and kept off publicly visible elevations; and**
- iv) proposed homes have a dual aspect⁴ wherever possible (see Mayor of London's Housing SPG). A sole aspect home overlooking a parking court or other shared use rear area will generally be unacceptable.**

B) All conversions that fall outside of existing permitted development rights will be expected to accord with National and London Plan minimum space and parking standards and meet the requirements of all other policies in this plan, including those in Policy DME 3: Office Development.

⁴ a layout in a room or building in which windows on adjacent or opposing external walls allow for views in more than one direction.

Residential Conversions

4.11 The conversion of single dwellings into more dwellings or the redevelopment of dwellings into new blocks of flats can enable more effective use of sites to be achieved. However, this type of development must seek to enhance the local character of the area. In recent years, large concentrations of flats have resulted in a range of problems, including increased on-street parking and resultant congestion on roads, the loss of front gardens, reductions in privacy, significant changes to the street scene, and loss of family accommodation.

4.12 Policy DMH 4: Residential Conversions and Redevelopment aims to address these issues by controlling the number of residential conversions and the size of ~~new~~ the original residential units from which conversions are achieved. Policy DMH 5: Houses in Multiple Occupation specifically deals with the conversion of properties into Houses in Multiple Occupation, hostels and secure accommodation.

Policy DMH 4: Residential Conversions and Redevelopment

Residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;**
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;**
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and**
- iv) units are limited to one unit per floor for residential conversions.**

Houses in Multiple Occupation (HMOs), hostels and secure accommodation

4.13 Large homes in multiple occupation (HMOs) and hostels can contribute to the overall supply of cheaper accommodation, particularly for students, young people and those on low income.

4.14 Intensive occupation of former family dwellings such as those used for student accommodation or as a HMO can have negative impacts on residential amenity within an area through increases in on-street and off-street parking, loss of front gardens, reductions in levels of privacy, alterations to the

exterior of buildings and increased generation of refuse. There are significant concentrations of HMOs in the Uxbridge South and Brunel Ward, where an Article 4 Direction has been imposed removing permitted development rights for HMO accommodation.

Policy DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation

A) In all parts of the Borough

Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

B) In wards covered by an Article 4 Direction for HMOs

Planning applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted:

- i) where it is in a neighbourhood area where less than 20% of properties are or would be exempt from paying council tax (or in the case of Conservation Areas 10%) because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs;
- ii) in Conservation Areas where less than 10% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs and the change of use does not form a consecutive HMO use in a street frontage;
- iii) where less than 15% of properties within 100 metres of a street length either side of an application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and
- iv) where the accommodation complies with all other planning standards relating to car parking, waste storage, retention of

amenity space and garages and will not have a detrimental impact upon the residential amenity of adjoining properties.

Garden and Backland Development

4.15 In general, the Council will not accept proposals for developments on garden land but proposals for development of backland sites in other uses will be considered subject to the criteria in Policy DMH 6: Garden and Backland Development and other relevant policies.

4.16 The restrictive approach reflects the direct and indirect value of gardens which contribute to local character, provide safe and secure amenity and play space, support biodiversity, help to reduce flood risk and mitigate the effects of climate change, including the 'heat island' effect.

4.17 The London Plan recognises the contribution of gardens (especially back gardens) and suggests a presumption against their loss where it can be locally justified.

4.18 In addition, the Council's Townscape Character Study produced in November 2013 notes the contribution that front gardens make to local character. The Council will take account of the conclusions of the Study when assessing proposals that involve the loss of front gardens in certain character areas.

Policy DMH 6: Garden and Backland Development

There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;**
- ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;**
- iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and**
- iv) ~~v~~features such as trees, shrubs and wildlife habitat must be retained or re-provided.**

Affordable Housing

4.19 Policy H2: Affordable Housing in the Local Plan Part 1 seeks to maximise the delivery of affordable housing from all sites. For sites with capacity for 10 or more units, the Council will seek to ensure that the affordable housing mix reflects housing needs in the Borough, particularly the need for larger family units of ~~three~~3 or more bedrooms.

4.20 The supporting text to Policy H2: Affordable Housing in the Local Plan Part 1 refers to a target to provide 35% of all new units as affordable housing in the Borough, with a tenure mix of 70% social rented and 30% intermediate housing. In terms of unit size, 70 % of net need is for two and three bed accommodation, more than a fifth is for four bed accommodation and almost 7% is for one bed accommodation.

4.21 It is important to acknowledge that the type of units and tenure requirements will change over the period of the Plan. Planning decisions should be based on the most up to date evidence of housing need in the Borough.

4.22 House designs for affordable housing should be “tenure blind” i.e. no distinction should be made in design terms between affordable and open market housing. Affordable housing provision should be ‘pepper potted’ around sites to allow for a mix of tenures. Design standards for affordable housing will need to comply with those set by the Homes ~~and Community Agency (HCA)~~England and the GLA design standards on housing.

4.23 Where a proposed open market housing development is configured to provide less than ~~ten~~10 dwellings, the Council will make an assessment of the capacity of the site to accommodate additional housing. Similarly, where a larger development site is to be subdivided for planning application purposes such that each parcel delivers less than ~~ten~~10 dwellings, the Council will seek to apply the requirements of Policy DMH 7: Provision of Affordable Housing to the site as a whole, even if an individual planning application relates to less than ten new dwellings.

4.24 The Council’s preference will always be to provide affordable housing on-site. Off-site affordable housing provision will only be considered acceptable if ~~very~~ exceptional circumstances have been demonstrated.

Policy DMH 7: Provision of Affordable Housing**A) In accordance with national policy:**

- i) developments with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing;
- ii) subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

B) Affordable housing should be built to the same standards and should share the same level of amenity as private housing.

C) Proposals that do not provide sufficient affordable housing will be resisted.

D) To ensure that Policy H2: Affordable Housing of the Local Plan Part 1 is applied consistently and fairly on all proposed housing developments, the requirement for affordable housing will apply to:

- i) sites that are artificially sub-divided or partially developed;
- ii) phased developments ~~w-~~Where a housing development is part of a much larger development of 10 or more units (gross), affordable housing will be required as part of the overall scheme; and
- iii) additional units created through or subsequently amended planning applications, whereby the amount of affordable housing required will be calculated based on the new total number of units on the site. Affordable housing will be required where a development under the 10 unit threshold is amended to have 10 or more housing units in total (gross).

E) In exceptional circumstances, where on-site provision of affordable housing cannot be delivered and as a last resort, a financial contribution will be required to provide off-site affordable housing on other sites which may be more appropriate or beneficial in meeting the Borough's identified affordable housing needs.

Sheltered Housing and Care Homes

4.25 There are 34,385 people over the age of 65 in Hillingdon, of which 14,797 (43%) are men, and 19,588 (57%) are women. The population in this age bracket is predicted to increase by 7.1% in the next five years. The population for persons aged 85+ is expected to experience a higher increase

of 8% over the same period. These figures compare with a predicted 5% population increase for the rest of Hillingdon's population.

Policy DMH 8: Sheltered Housing and Care Homes

A) The development of residential care homes and other types of supported housing will be permitted provided that:

- i) it would not lead to an over concentration of similar uses detrimental to residential character or amenity and complies with Policy DMH 4: Residential Conversions;**
- ii) it caters for need identified in the Council's Housing Market Assessment, in a needs assessment of a recognised public body, or within an appropriate needs assessment and is deemed to be responding to the needs identified by the Council or other recognised public body such as the Mental Health Trust;**
- iii) the accommodation is fully integrated into the residential surroundings; and**
- iv) in the case of sheltered housing, it is located near to shops and community facilities and is easily accessible by public transport.**

B) Proposals for residential care establishments which fall under Use Class C2 must demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Gypsy and Traveller Pitch Provision

4.26 For the purposes of planning policy, the Site Allocations and Designations document identifies sufficient provision to meet the Gypsy and Traveller pitch provision needs over the period of the Local Plan. Planning applications for new sites will be assessed in accordance with Policy DMH 9, which complements the high level principles in policy H3 of the Local Plan Part 1.

Policy DMH 9: Gypsies and Travellers and Travelling Show-People

Provision to meet the needs of Gypsies, Travellers and Travelling Show-people, including those for new sites and pitches will be supported where:

- i) Need is adequately evidenced through an up to date needs assessment, undertaken using an agreed, quality-assured**

methodology;

- ii) The site is not located in the Green Belt or Metropolitan Open Land, unless there are very special circumstances;
- iii) The site is otherwise suitable for residential development and the necessary infrastructure requirements will be made available as part of the development proposal;
- iv) The site will have safe access to the highway and will not result in any unacceptable impact on the capacity and environment of the highway network;
- v) The site is in a sustainable location and in reasonable proximity to relevant services and facilities, including transport, education, healthcare and other community infrastructure provision;
- vi) The ability to achieve neighbourliness can be demonstrated in relation to the living conditions of current or future residents of the site and its interaction with its neighbours and neighbourhood;
- vii) Proposals demonstrate high quality design, sensitive to local character; and
- viii) Arrangements are put in place and included in an appropriately detailed management plan, to ensure the proper management of the site.

5. HISTORIC AND THE BUILT ENVIRONMENT

5.1 Improving the quality of the built environment and protecting historic assets is of critical importance if the character and identity of Hillingdon is to be retained. The policies in this section of the Plan seek to ensure that new development is of high design quality, sustainable design and that it contributes positively to the local environment. Specific policies on householder development, including residential extensions, can be found at Appendix A.

HERITAGE ASSETS

5.2 The London Borough of Hillingdon is an attractive place for both residents and visitors, and heritage assets play an important role in terms of their contribution to the history, culture, character and appearance of the Borough.

5.3 A heritage asset can be a designated or non-designated building, monument, site, place or area. They can include village centres, planned residential developments, historic buildings and built features, such as canals and landscapes, as well as buried or submerged remains.

5.4 The Council maintains a rolling programme of review of heritage assets. Information on this and the current lists of designated and non-designated historic assets, as well as links to the Greater London Historic Environment Record, Heritage at Risk, Conservation Area Appraisals and Management Plans and the Council's Townscape Character Study can be found on the Council's website at:
www.hillingdon.gov.uk/planning/planning_policies_and_guidance/conservation_and_heritage.

5.5 Heritage significance is defined as "the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting".

5.6 The Local Plan Part 1 Strategic Objective SO1 and Policy HE1: Heritage aim to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape. The Council will strongly support the retention of heritage assets and encourage proposals which sustain their preservation, conservation or enhancement, and that of their settings, in the knowledge that they are significant for many cultural, environmental, economic and social reasons.

5.7 Proposals affecting heritage assets will need to be justified, and the applicant will need to demonstrate an understanding of the significance of those assets in an accompanying Heritage Statement submitted with the planning application. Similarly, application drawings will need to show an appropriate level of detail as to how the proposal would affect the heritage asset in terms of its special significance and value as well as its impact on the street scene as a whole.

5.8 The impact of proposals affecting heritage assets, both designated and non designated, will be assessed having regard to the guidance contained within the NPPF, emerging and adopted supplementary planning documents, character appraisals, including the Council's Townscape Character Study and Management Plans and other relevant documents. Architectural design considerations will include proportion, scale, height, massing, bulk, alignment, articulation, materials, the impact on the integrity of the historic fabric, floor plans, architectural features and relationship with the wider setting. The desirability of increasing understanding and interpretation of and public access to heritage assets will also be taken into consideration.

Heritage at Risk

5.9 Heritage at Risk is a collective term applied to designated heritage assets (Listed Buildings, Conservation Areas and Scheduled Ancient Monuments) that are at risk as a result of neglect, decay or inappropriate development, or are vulnerable to becoming so. An annual Heritage at Risk Register is published by Historic England and is available on their website: <http://www.historicengland.org.uk/advice/heritage-at-risk/>.

Policy DMHB 1: Heritage Assets

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;**
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;**
- iii) it makes a positive contribution to the local character and distinctiveness of the area;**
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;**

- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
 - vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
 - vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.
- B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.**
- C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.**

Listed Buildings

5.10 Listed Building Consent (LBC) is required for the demolition of a Listed Building or for any alterations, internal or external, that would affect its character as a building of special architectural or historic interest. It is a criminal offence not to seek consent when it is required. These controls are in addition to any planning regulations which would normally apply. Listed Building status can also result in the requirement for planning permission where it wouldn't ordinarily be required - for example, the erection of a means of enclosure.

5.11 Buildings are listed in their entirety, which means that both exterior and interior features, such as walls, ceilings and staircases are protected. The conservation of original plan forms will be an important consideration, and original architectural features such as joinery and fireplaces will also be protected, as will later additions to the building. Also, any object or structure fixed to the building, and any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1 July 1948 is also considered as listed. Listed Buildings have restricted permitted development rights with regards to garden structures and means of enclosure.

Policy DMHB 2: Listed Buildings

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

Locally Listed Buildings

5.12 The Local List of Buildings of Architectural and Historical Importance (Local List) recognises local heritage assets of architectural or historic importance. Local heritage assets are considered as non designated heritage assets under the NPPF and can include buildings, structures and features of local interest. They are an important element of the rich history of the Borough and reinforce local distinctiveness and sense of place.

5.13 Any site or structure that meets the designation criteria can be added to the Local List, particularly if it can be shown that it contributes to the character of an area and is valued by local residents. The following are the criteria for including buildings, structures or features on the Local List:

- authenticity
- architectural interest
- townscape significance
- historic interest

More detailed criteria can be found on the Council's website: <http://www.hillingdon.gov.uk/article/20547/Local-list>

5.14 The Local List includes farm buildings, residential and commercial properties, local landmarks, modern offices, educational buildings and churches. Street furniture and other structures can also be included in the Local List, for example, boundary markers, post boxes, memorials, lamp posts, artwork and statues.

Policy DMHB 3: Locally Listed Buildings

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

Conservation Areas

5.15 Planning applications for development in Conservation Areas should be supported by a Heritage Statement, which demonstrates how the proposals have adopted a design-led approach to take account of the special character of the area. Proposals should also take account of the Council's Conservation Area Appraisals and Management Plans, where these are available and other relevant assessments including the Hillingdon Townscape Character Assessment.

5.16 The Council aims to enhance Conservation Areas through its own initiatives and by encouragement and advice to owners who may wish to alter or improve their properties. The following will be particularly important:

- extensions or alterations should not be out of scale with the original building, and should respect the property's original design;

- side extensions should normally be set back from the original building line and retain gaps between buildings to avoid a terraced effect;
- the original plan and form of the building should be respected, and there should be a relationship between new development and the roof form and proportions of the original structure.
- materials and detailing should match those of the existing property (e.g. existing features, window shapes and sizes, brick arches and eaves details) and features of interest should be retained;
- boundary treatment should be in keeping with the street scene in terms of its height and materials;
- backland development is unlikely to be acceptable;
- appropriate landscaping, both hard and soft should be provided; and
- shopfronts should be of good quality design and materials with appropriate advertisements and signage (see Appendix B: design guidance for shopfronts).

Policy DMHB 4: Conservation Areas

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

Areas of Special Local Character

5.17 Areas of Special Local Character (ASLC) are non-designated local heritage assets, that have a character and identity which local residents value and the Council wishes to preserve or enhance. They are chosen on the basis of their local architectural, townscape or historic merit, which helps mark and celebrate the area's special quality. The criteria for ASLCs differ from Conservation Area selection criteria in that they recognise particularly good examples of more familiar types of development as opposed to the more outstanding quality required for Conservation Area designation. ASLCs are shown on the Policies Map and are listed on the Council website, with detailed maps of each area provided.

5.18 Within Areas of Special Local Character new development should complement existing materials, design features, architectural style and building heights predominant in the area. Extensions to dwellings should respect the symmetry of the original buildings and be subordinate in nature. Additional development in the form of backland development is unlikely to be acceptable.

Policy DMHB 5: Areas of Special Local Character

A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.

B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.

C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

5.19 There are special policies applying to the Gatehill Farm Estate and Copse Wood Estate in Northwood. In these areas new development will be expected to conform to the vernacular styles predominant in the area, have traditional roof forms and architectural features and relate appropriately to their landscaped settings.

5.20 In the Copse Wood Estate, most trees are protected by Tree Preservation Orders. The Council will normally refuse applications for tree felling unless the tree is in poor health.

Policy DMHB 6: Gatehill Farm Estate and Copse Wood Estate Areas of Special Local Character

Within the Gatehill Farm and Copse Wood Estates, new houses should:

- i) be constructed on building plots of a similar average width as surrounding residential development;**
- ii) be constructed on a similar building line (formed by the front main walls of existing houses) and be of a similar scale, form and proportion as adjacent houses and reflect the materials, traditional roof design, design features and architectural style predominant in the area;**
- iii) ensure that boundary treatment is unobtrusive and of the natural materials appropriate to the character and appearance of the estate;**
- iv) ensure that new dwellings retain an absolute minimum of 1.5m distance to side boundaries;**
- v) preserve the mature trees including boundary planting to reinforce existing landscaping and Estate settings;**

Archaeology

5.21 Hillingdon is rich in archaeology and its archaeological remains are an important and valuable local and national resource. Archaeology contributes positively to the quality of life, character and distinctiveness of local communities and as such can attract interest, promote community involvement and provide a sense of local and national identity.

5.22 Significant prehistoric sites at Three Ways Wharf, Uxbridge and more recently at Heathrow Terminal Five have been excavated. The excavations at Heathrow have highlighted the Borough's potential for providing important information about the changing landscape of London from prehistory through to modern times.

Scheduled Ancient Monuments (SAMs)

5.23 There are currently five Scheduled Ancient Monuments in the Borough as shown on Map 7.1 of the Local Plan Part 1. These comprise three mediaeval moated sites (Ickenham Manor, Pynchester Moat and Brackenbury Farm), an early mediaeval motte and bailey castle (Ruislip) and Park Pale (Ruislip), an earthwork forming the boundary of the mediaeval deer park. These sites will be protected in accordance with national guidance.

Archaeological Priority Areas and Archaeological Priority Zones

5.24 An Archaeological Priority Area (APA) is an area, designated by the Council to protect buried archaeological remains from the adverse affects of development. All applications in APAs are referred to the Greater London Archaeological Advisory Service (GLAAS) which is part of Historic England's London office.

5.25 The Council has also designated a number of Archaeological Priority Zones (APZs) through its Local Plan. APZs are used as a tool for identifying the potential need for archaeological assessment and consultation with GLAAS at the pre-application stage rather than necessarily asserting that archaeology will take priority. This means that larger sites such as those APZs at Heathrow are highlighted so that archaeology can be considered in advance of an application.

5.26 APAs and APZs will be regarded by the Council as a material consideration when determining planning applications. Applicants submitting proposals for development in these areas will be expected to assess the archaeological implications of these proposals, submitting where appropriate, a desk based assessment with their planning application. Ground workings should not take place without appropriate archaeological investigation and the recording and archiving of archaeological remains, all of which should be carried out to meet the requirements of GLAAS.

5.27 In the event that the Council is minded to grant planning permission, developers or landowners should be prepared to enter into a planning agreement to ensure that the funding, completion and reporting of archaeological investigations take place. Copies of archaeological reports are deposited with the Council's Local Studies, Archives and Museum Service and with the Greater London Historic Environment Record, held by Historic England.

Policy DMHB 7: Archaeological Priority Areas and Archaeological Priority Zones

The Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

Registered Historic Parks, Gardens and Landscapes

5.28 The Register of Parks and Gardens of Special Historic Interest is maintained and updated by Historic England. Entries on the Register are graded I, II* and II, and they are graded independently of any buildings within them.

5.29 The designation requires local authorities to consult Historic England on development affecting Grade I and II* Registered Parks. It also requires local authorities to consult the Garden History Society on works to all grades of parks and gardens. The effect of proposed development on a registered park or garden, or its setting, is also a material consideration in the determination of planning applications. Hillingdon has one entry in the Register, namely Church Gardens, Harefield, which is designated Grade II.

Policy DMHB 8: Registered Historic Parks, Gardens and Landscapes

- A) Development within, or adjacent to a registered or historic park, garden or landscape, must respect its special character, environmental quality, important views and vistas.**
- B) Development proposals should make provision (based on detailed research) for the restoration and long term management of the park, garden or landscape.**
- C) Applications which impact detrimentally on the significance of a registered park or garden will normally be refused.**

War Memorials

5.30 War memorials commemorate local people who lost their lives in the two World Wars and other armed conflicts. They are a familiar and cherished part of the townscape of the Borough. War memorials take a variety of forms, including simple stone crosses, gardens, Books of Remembrance, Rolls of Honour and stained glass windows. In some cases, complete buildings have been dedicated as war memorials.

5.31 All memorials have inherent significance due to their commemorative purpose and will be considered as heritage assets. However, some memorials will have a higher level of architectural significance because they are the work of a noted architect, sculptor or artist, and are statutory listed or located in Conservation Areas. Works to move, remove or make alterations or repairs to a war memorial, may require planning permission and/or Listed Building Consent.

Policy DMHB 9: War Memorials

War memorials and their wider settings will be protected, and there is a general presumption in favour of their retention in situ. They should be well maintained and their alteration, removal or sensitive relocation will only be considered when fully justified within a Heritage Statement.

High Buildings and Structures

5.32 For the purposes of this policy, high buildings and structures are those that are substantially taller than their surroundings, causing a significant change to the skyline. The Council's Townscape Character Assessment confirms that Uxbridge and Hayes are the most suitable locations for high buildings in the Borough. However, the sensitivities of the context and, in particular, the townscape of both centres will be an important constraint on the ultimate location, footprint, height and design of these structures. Outside these two centres, the character of the Borough is mainly low rise and suburban in nature. Therefore high buildings are generally inappropriate outside these two centres.

5.33 High buildings and structures are likely to have a greater effect on their surroundings than other building types, because of their potential significant visual impact, impact on the transport network, microclimate and surrounding occupiers' daylight and sunlight. Within the two town centre locations identified in Hillingdon's Townscape Character Study can also offer the potential to regenerate an area, and high buildings, can create and/or emphasise a point of civic or visual significance.

5.34 The criteria in Policy DMHB 10: High Buildings and Structures should be read in conjunction with those set out in London Plan Policy 7.7: Location and design of high and large buildings, and the relevant sections of the Council's Townscape Character Study. This policy provides additional detail which is important for establishing Hillingdon's local context.

5.35 In order to enable the assessment of proposals against the criteria under Policy DMHB 10: High Buildings and Structures, the Council will require an accurate visual representation to be submitted, which shows the proposal in near, middle and distant views, including its appearance at street level and its relationship to other tall buildings within the locality. Much of the Borough is constrained by height restrictions to ensure proposals will not be a potential hazard to aviation safety. This is a critical issue given the importance and location of London Heathrow Airport and RAF Northolt.

Policy DMHB 10: High Buildings and Structures

Any proposal for a high building or structure will be required to respond to the local context and satisfy the criteria listed below.

It should:

- i) be located in Uxbridge or Hayes town centres or an area identified by the Borough as appropriate for such buildings;
- ii) be located in an area of high public transport accessibility and be fully accessible for all users;
- iii) be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views;
- iv) achieve high architectural quality and include design innovation. Consideration should be given to its silhouette, so that it provides a positive contribution to the skyline, its design at street level, facing materials and finishes, lighting and night time impact;
- v) where residential uses are proposed, include high quality and useable private and communal amenity space and ensure an innovative approach to the provision of open space;
- vi) not adversely impact on the microclimate (i.e. wind conditions and natural light) of the site and that of the surrounding areas, with particular focus on maintaining useable and suitable comfort levels in public spaces;
- vii) be well managed, provide positive social and economic benefits and contribute to socially balanced and inclusive communities;
- viii) comply with aviation and navigation requirements and not adversely impact upon telecommunication, television and radio transmission networks; and
- ix) demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes.

Design of New Development

5.36 Local Plan Part 1 Strategic Objective SO2 sets out the basis for ensuring the creation of neighbourhoods which are of a high quality sustainable design and serve the long term needs of all residents. Policy DMHB 11: Design of New Development provides further design considerations which the Council will take into account when determining all planning applications, from large scale new development to more modest extensions and alterations.

5.37 The Council is seeking to ensure that all new development complements and where possible, improves the character and appearance of the area in which it is proposed. Buildings should be of a high quality design, materials and finish. The Council will encourage developments that include well proportioned and attractive external spaces which are put to a positive public or private use. An integrated multi-functional landscape approach is required to create sustainable and healthy communities.

5.38 The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

5.39 Design and Access Statements submitted with planning applications should address the criteria in Policy BE1: Built Environment of the Local Plan Part 1 and DMHB 11: Design of New Development. They should demonstrate how relevant elements of these policies and the content of Hillingdon's Townscape Character Study and the Hillingdon Landscape Character Assessment have been taken into account.

5.40 For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided.

5.41 The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of

daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) “Site layout planning for daylight and sunlight: A guide to good practice”.

Design of waste storage facilities in new development

5.42 The sustainable management of waste is integral to any development and needs to be factored into its design at the outset. Local authorities have increasing targets to separate out materials for re-use and recycling and to reduce the amount of waste sent to landfill. Waste has the potential to be a nuisance and may cause serious problems if it is not managed properly, therefore all proposals for new development are expected to provide satisfactory arrangements for the internal and external storage and collection of general waste, recycling and organic waste. External bins should be located and screened to avoid adverse visual impacts and nuisance to both occupiers and neighbours.

Policy DMHB 11: Design of New Development

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding:**
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and
 - impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;**
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;**
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated**

and un-designated, and their settings; and

- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development⁵ sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Streets and Public Realm

5.43 Strategic Objectives SO2 and SO4 seek to create neighbourhoods that are distinctive, safe, functional and accessible, whilst ensuring that due regard is given to achieving high quality design. It is important that new development contributes to the delivery of a safe and secure environment, which includes buildings, spaces and inclusive communities.

5.44 Policy DMHB 12: Streets and Public Realm sets out how we can deliver a well-designed, high quality, durable public realm. Development will be required to be well integrated with the surrounding areas to produce a coordinated and legible public realm. Connectivity and legibility around transport interchanges can be key to the delivery of a successful local environment and neighbourhood centre. It is particularly important to ensure that developments in and around these locations support and improve connections between different transport modes. Improvements to the public realm may also be sought through Planning Obligations, in accordance with the adopted Planning Obligations SPD.

5.45 Development should create streets and spaces with an appropriate degree of enclosure, which can define the boundaries of public areas whilst promoting natural surveillance and self policing to ensure they are well used and safe.

⁵ Major Development: Residential development of 10 dwellings or more; any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.

5.46 Policy DMHB 13: Shopfronts also establishes the need to incorporate the principles of inclusive design. Inclusive design principles seek to:

- improve access to, from and within the site and buildings for all users without undue effort, separation or special treatment;
- prevent the creation of barriers to movement;
- improve way-finding legibility, signage, and evacuation routes; and
- ensure layouts create ease of movement and direct pedestrian links.

5.47 Development that restricts public access and movement, for example gated communities, are not considered to contribute to a well-connected and permeable public realm. They may also have a negative impact on sustainable communities and social cohesion and will generally not be supported.

Policy DMHB 12: Streets and Public Realm

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;**
- ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;**
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;**
- iv) provide safe and direct pedestrian and cycle movement through the space;**
- v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;**
- vi) where appropriate, include the installation of public art; and**
- vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.**

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

Shopfronts

5.48 Well designed shopfronts contribute to the vitality and visual quality of commercial frontages and can promote natural surveillance. As such, shopfront design should be an integral part of the design process, with consideration given to how security measures can be incorporated, such as security glass and grilles/roller shutters, without negative impact on the local streetscape.

5.49 The Council will expect well designed accessible shopfronts that respect the character of the area and the architectural unity and integrity of the shop building of which they form a part. New shopfront designs should also take into account the appearance of neighbouring buildings in terms of fascia lines, stall riser heights, materials and other architectural features.

5.50 Where good quality historic shopfronts and signage remain, these features should be retained. New shopfronts that form part of an historic group or are located within a Conservation Area and/or form part of a Listed Building should be of appropriate design and incorporate traditional features and use of materials. External security shutters are not considered appropriate for use in historically sensitive areas or on historic buildings.

Policy DMHB 13: Shopfronts

A) New shopfronts and alterations to existing shopfronts should complement the original design, proportions, materials and detailing of the building of which it forms a part and the surrounding street scene.

B) The Council will resist the removal of shopfronts of architectural or historic interest, particularly those listed on the Register of Locally Listed Buildings.

C) New shopfronts must be designed to allow equal access for all users.

D) Inset entrances on shopfronts should be glazed and well-lit to contribute to the attractiveness, safety and vitality of the shopping area and avoid blank frontages to the street.

E) Blinds, canopies and shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its setting. External security grilles will not normally be permitted, unless they are of good quality design.

F) In order to improve and maintain the quality of the public realm, the design of shopfronts should be of a high quality, taking into consideration:

- i) retention and maintenance of active shopfronts at all times;
- ii) the relationship between the shopfront and upper floors;
- iii) the relationship with surrounding shopfronts and buildings;
- iv) the use of materials which are appropriate to and enhance the character of the local area; and
- v) the value of existing architectural and historic features.

Advertisements

5.51 Advertisement proposals, including fascia and projecting signs, poster panels and free standing advertisements, should not contribute to street clutter and should be appropriate to the age and character of the buildings and areas of which they form a part.

5.52 The impact of advertisements on the fabric and setting of historic assets should be taken into consideration and their cumulative impact needs to be understood to ensure that they do not adversely impact on the setting of heritage assets, the quality of the public realm or the visual amenity of the area.

5.53 Shop signage, including projecting signs and illumination, which is poorly designed and sited, can have an adverse impact on the character of the area. Planning applications for shop signage should refer to Policy DMBH 132: ~~Streets and the Public Realm criterion C) Shopfronts~~ in this chapter. More detailed design guidance on all aspects of shopfront design can also be found in Appendix B.

DMHB 13A: Advertisements and Shop Signage

- A) In order to improve and maintain the quality of the public realm, advertisements, signs and hoardings will be required to demonstrate that:**
- i) they complement the scale, form, materials and architectural composition of the individual buildings of which they form a part;
 - ii) they complement the visual amenity and character of the site and surrounding area;
 - iii) they enhance historic assets and their setting;
 - iv) they do not have an adverse impact on public or highway safety;
 - v) they do not lead to visual clutter;
 - vi) they provide an appropriate type and level of illumination, suitable to the site and its surroundings; and
 - vii) they enhance the visual amenity of vacant sites, building sites

and the surrounding area during the construction period.

B) Shop signage will generally be limited to the strip above the shop window and below the upper floor, plus where appropriate one projecting sign. Proposals for further advertising additional to the shop name will be resisted.

C) Illumination to shopfronts must be sited and designed to avoid any visual intrusion from light pollution to adjoining or nearby residents. Flashing internal or external lighting and/or internally illuminated box lights will not be permitted.

Trees and Landscaping

5.54 Trees and landscaping are a vital feature of the built environment, adding to a sense of place and bringing many benefits such as: providing visual and other amenity for residents, increasing biodiversity, helping to reduce pollution and flooding and adding to the character of the Borough. Landscaping and tree planting should be considered as an integral part of the overall design of any development, especially in areas where these are lacking, such as high rise buildings.

5.55 It is important to ensure that natural features are retained and additional landscaping and tree planting provided where possible. The Council recognises the importance of Tree Preservation Orders (TPOs) in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

5.56 There are a number of ways in which the retention of existing trees or provision of new trees can be secured. TPOs can be made on an individual tree, or on groups or areas of trees. Conditions can be attached to planning permissions to protect trees during building and ensure that tree planting and landscaping will form an integral part of new development. In some instances it may be more appropriate to include replacement trees as part of a development's landscaping scheme. The Council will only permit works to trees in Conservation Areas and those subject to TPOs where the works do not risk compromising the amenity value or survival of the tree.

Policy DMHB 14: Trees and Landscaping

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and

amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

Safety and Security

5.57 The Council aims to maintain and enhance the amenity of its town centres to ensure that they continue to attract investment and footfall and are attractive places to meet, shop and work. As part of development proposals in the town centres Council will encourage enhancements to the public realm that encourage regular pedestrian activity and passive surveillance. ~~The Council's SPG 'Community Safety by Design' sets out a number of provisions to ensure best practice to reduce anti-social behaviour and crime prevention.~~

~~5.58 The Council has also produced supplementary planning guidance on planning for crowded places by using urban design principles to mitigate and manage the risk of terrorism and plan for safer places. Proposals are encouraged to incorporate these requirements from the onset as part of the proposals design.~~

Policy DMHB 15: Planning for Safer Places

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement.

Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;

- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

Housing Standards

5.589 Overcrowding in residential properties can have adverse impacts on the health and well being of occupants. In order to ensure that all new housing serves the practical and social needs of occupiers, the Council will require housing proposals to provide adequate internal space and facilities.

5.6059 Table 5.1 sets out minimum internal floor space standards for new dwellings which must be met in all future planning applications. Should this standard change through national or regional policies and guidance, the Council will implement the most up to date floorspace standards.

Table 5.1: Minimum Floorspace Standards (National Space Standards)

Number of bedrooms	Number of bed spaces	Minimum Gross Internal Area (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

Notes to Table 5.1

1. * Where a studio has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m²
2. The Gross Internal Area (GIA) of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above the stairs. GIA should be measured and denoted in square metres (m²).
3. The nationally described space standards sets a minimum ceiling height of 2.3 metres for at least 75% of the gross internal area of a the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

5.604 When assessing the size of households the Council will assume that any bedroom over 11.5 sqm is capable of being occupied by two persons. Similarly any “study”, “bonus room” or third living/reception room that is not annotated as a bedroom will be assumed to be capable of serving as a bedroom.

5.621 In order to provide for the privacy of household members and to alleviate future potential for overcrowding, new family homes (3+ bedrooms) should include at least two separate living areas, one of which might be a kitchen/dining room, in addition to the requisite number of bedrooms and other facilities. Dwellings created by the conversion or subdivision of buildings or by a change of use will need to meet national internal space standards. Unless the building is a Listed Building, the retention by conversion of a building will not outweigh any proposed reductions in living standards and amenities of occupants.

5.623 All new homes should be designed to meet accessibility criteria as detailed in the Council's 'Accessible Hillingdon' SPD or subsequent guidance document(s). All housing of ten or more dwellings will be required to provide 10% of units which are accessible to wheelchair users and must comply with the design criteria of “Wheelchair Standard Homes” as defined in the Councils “Accessible Hillingdon” SPD.

Policy DMHB 16: Housing Standards

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and**
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair**

users.

Residential Density

5.643 London Plan [2016](#) Policy 3.4: Optimising housing potential, aims to optimise the housing potential of sites whilst recognising that there are a wide range of factors that need to be taken into account in determining planning decisions relating to the residential density of any proposal.

5.654 The London Plan [2016](#) includes a density matrix at Table 3.2, and in paragraph 3.28 it recognises that the ranges within the density matrix are broad. It goes on to state that these broad ranges 'provide the framework within which boroughs can refine local approaches to implementation of this strategic policy through their LDFs [\[Local Plans\]](#).'

5.665 A habitable room is defined as a room within a dwelling, the primary use of which is for living, sleeping or dining. This definition includes living rooms, dining rooms, bedrooms, studies and conservatories but excludes halls, corridors, bathrooms and lavatories. For the purpose of this policy, kitchens which provide space for dining and have windows, will be considered habitable rooms and should be fully considered as part of the assessment of amenity impacts.

5.676 Hillingdon will apply the density standards set out in the London Plan [2016](#) in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in close proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid range density scales. However, it is also recognised that areas such as Uxbridge town centre and [the Hayes Housing Zone Opportunity Area](#) are more suited to higher density development, which in some cases may exceed London Plan Standards. Table [5.32](#) below represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.

Table 5.32: Residential Density Matrix

Location	PTAL	Setting	Dwelling Type		
			Detached and linked houses	Terraced houses and flats	Mostly Flats
			Ave. 3.5 hr/unit	Ave. 3.3 hr/unit	Ave. 3 hr/unit
Uxbridge Town Centre	4 - 6	Central	175 - 385 hr/ha	170 - 792 hr/ha	495 - 1,100 hr/ha
			50 - 110 u/ha	55 - 240 u/ha	165 - 405 u/ha
West Drayton/ Hayes Town Centres	3 - 6	Urban	175 - 385 hr/ha	170 - 660 hr/ha	450 - 750 hr/ha
			50 - 110 u/ha	55 - 200 u/ha	150 - 250 u/ha
Other town centres	2 - 3	Suburban /urban	140 - 200 hr/ha	155 - 396 hr/ha	200 - 510 hr/ha
			35 - 65 u/ha	50 - 120 u/ha	80 - 170 u/ha
Residential areas with suburban character within 800m of a town centre*	2 - 3	Suburban /urban	105 - 175 hr/ha	108 - 264 hr/ha	150 - 330 hr/ha
			35 - 50 u/ha	35 - 80 u/ha	50 - 110 u/ha
Other non town centre areas	0 - 2	Suburban /semi rural	105 - 150 hr/ha	105 - 231 hr/ha	105 - 300 hr/ha
			35 - 50 u/ha	35 - 70 u/ha	35 - 100 u/ha

PTAL - Public Transport Accessibility Level hr - habitable room ha - hectare

*Substantial pockets of residential uses within town centres are also likely to fall within this category

5.687 The design of new development in Conservation Areas or in the vicinity of Listed Buildings will be required to respect the historic character and appearance of the area, and this may lead to lower densities being achievable.

Policy DMHB 17: Residential Density

All new residential development should take account of the Residential Density Matrix contained in Table 5.3. Developments will be expected to meet habitable rooms standards.

Private Outdoor Amenity Space

5.689 —As with other forms of open spaces, private outdoor amenity space can make a positive contribution to the health and wellbeing of residents. Private gardens also provide a setting for buildings; space for landscaping and growing vegetables; and help to maintain a more natural environment for wildlife and surface water drainage.

5.6970 Private outdoor space is highly valued by many people and an integral part of the quality of life of residents in outer London. The pattern of houses and gardens in Hillingdon's 'metroland' and other suburban areas form an important and positive attribute of the Borough's residential character and quality. The Council considers higher standards of private amenity space should be possible in the Borough, exceeding the requirements of the London Housing SPG.

5.740 Dwellings on upper floors should all have access to a private balcony or terrace, where this is consistent with the overall design of the building. Houses and ground floor flats should have private gardens. The Council is keen to improve the quality of housing in the Borough and therefore communal provision of private outdoor space is generally not supported unless there are strong planning reasons and the proposed scheme is of high quality with clear planning merits.

5.7271 Roof gardens should only be considered where balconies are not achievable. High quality design should aim to resolve any potential conflicts between creating green roofs, providing renewable energy and supplying amenity space on roofs for residents. Table 5.23 sets out the Council's minimum private amenity space requirements which must be met or exceeded in all development proposals.

Table 5.23: Private Outdoor Amenity Space Standards

Dwelling type	No of bedrooms	Minimum amenity space provision (sqm)
Houses	1 bedroom	40
	2 and 3 bedrooms	60
	4 + bedrooms	100
Flats	Studio and 1 bedroom	20
	2 bedrooms	25
	3 + bedrooms	30

5.732 Private outdoor amenity space will be required to be well located, well designed and usable for the private enjoyment of the occupier. In assessing the quality of all amenity space in development proposals, whether individual or communal, consideration will be given to the shape and position and whether the layout has regard to matters such as daylight and sunlight, noise, enclosure and privacy.

5.743 Front boundary treatment will be required to respect the character of the streetscene. Traditional front boundaries will comprise hedges and natural materials such as brick walls, timber fences and gates. Walls and fences over 1m in front gardens require planning permission and should make positive contribution to the street scene. They should not obstruct sight lines required for road and public safety.

5.745 Outdoor amenity space will be required to provide an appropriate mix of hard and soft landscaping, including grass, shrubs and trees.

Policy DMHB 18: Private Outdoor Amenity Space

A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.32.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed

Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Children and Young People's Play Facilities

5.765 In accordance with Policy 3.6: Children and young people's play and informal recreation facilities of the London Plan, all children and young people should have safe access to good quality, well designed, secure and stimulating play and informal recreational facilities that incorporate trees and greenery wherever possible.

5.776 New residential development, especially schemes which include family housing, will result in an increase in child yields that will require additional play space provision. Larger housing developments will therefore be required to provide at least five square metres of suitable formal play space onsite, based on the child yield of the development as a whole. This requirement needs to be seen within the context of the London-wide target of 10 square metres per child as set out in the Mayor of London's Children and Young People's Play and Informal Recreation SPG (2012).

5.787 Where it is not possible to provide sufficient on-site provision, offsite provision of new facilities or improvements to existing play spaces in the local area should be considered. If offsite provision can be shown to satisfy the needs of the new development and at the same time continue to meet the needs of existing residents, an appropriate financial contribution will be secured by legal agreement.

5.798 The Council's Open Space Strategy proposes an accessibility standard for children's playgrounds based on a 400 metre travel distance. Whilst Hillingdon contains approximately 100 equipped playgrounds within parks and other areas of open space, there are areas of deficiency in relation to the accessibility standard. The main areas of deficiency are located in Pinkwell, Botwell, South Ruislip and West Ruislip Wards. There are small areas of deficiency in Cavendish, Manor, Hillingdon East, Yiewsley, Barnhill, Yeading and West Drayton Wards.

~~5.8790 —The Council's Community Infrastructure Levy will address the offsite provision of children and young people's play facilities that is generated from smaller residential developments, where onsite provision of facilities cannot be reasonably expected. Notwithstanding this, any residential developments, whether large or small, that would increase pressures~~ on existing play space,

particularly within areas of deficiency, will be required to make an appropriate financial contribution, which will be secured by legal agreement.

Policy DMHB 19: Play Space

A) New major residential developments which result in an occupancy of ten or more children will be required to provide children and young people's play facilities on-site. Where a satisfactory level of provision for children and young people's play facilities cannot be achieved on-site, the Council will seek a financial contribution towards the improvement of existing children and young people's play facilities within the local area.

B) The Council will resist the loss of existing play spaces unless:

- i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible development will only be permitted in exceptional circumstances where there are overriding planning merits to the proposal; and**
- ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.**

Moorings

5.804 The London Plan advises that development proposals should enhance the use of the Blue Ribbon Network. Local Plan Part 1 policies seek to encourage the use of the Borough's waterways for walking, cycling and other recreational activities.

5.821 There are a range of moorings available for boaters on the Grand Union Canal, including visitor moorings, long term leisure moorings, commercial moorings and residential moorings. Permanent residential and commercial moorings require planning permission and are therefore regulated through the planning system. Other types of moorings are not controlled through the planning system. The Council is required to formally consult the Canal & River Trust on any planning application for development likely to affect any inland waterway or reservoir owned or managed by the Canal & River Trust.

5.832 The Canal & River Trust produced a document in 2014 on behalf of the Canals Partnership to inform future investment priorities for Hillingdon canal towpaths. The document provides information on where improvements

to the Borough's towpaths can be made, especially to support decisions concerning planning applications for development on the Grand Union Canal, including the Paddington Arm and Slough Arm.

Policy DMHB 20: Moorings

Planning applications for the establishment of moorings will be assessed in relation to the following criteria:

- i) moorings should generally be located on urban stretches of the canal and not on rural or open stretches where they would be incongruous and out of keeping;**
- ii) Moorings and associated development and servicing should be located so they do not impede other canal and waterside uses, paths or access to the waterway;**
- iii) The number and density of moorings in any one location should be appropriate to their location on the waterway and should not separate people from the waterway or interfere with navigation;**
- iv) provision for service vehicles and car parking must be made in a form which will not adversely affect the amenity of the canal;**
- v) Adequate servicing, including provisions for appropriate utility connections, must be provided; and**
- vi) Development should take account of guidance contained in the relevant publications from the Canal & River Trust.**

Telecommunications

5.843 The NPPF highlights the need to promote and support the development of advanced, high quality communications infrastructure to promote sustainable economic growth. National guidance also advises that masts and associated installations should be kept to a minimum and that existing masts, buildings and other structures should be used unless the need for a new site has been justified.

5.845 Policy DMHB 21: Telecommunications below sets out further guidance about the siting and design of telecommunications development, which includes antennae and cabinets. Taking account of the technical feasibility, it is important to ensure that any telecommunications development shares existing infrastructure and is of a suitable design, taking into consideration heritage assets, height, scale and materials of the site and local area.

Policy DMHB 21: Telecommunications

Telecommunication development will only be permitted where:

- i) it is sited and designed to minimise their visual impact;**
- ii) it does not have a detrimental effect on the visual amenity, character or appearance of the building or the local area;**
- iii) it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings;**
- v) there is no adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, Conservation Areas or buildings of architectural or historic interest; and**
- vi) it includes a Declaration of Conformity with the International Commission on Non Ionizing Radiation.**

6. ENVIRONMENTAL PROTECTION AND ENHANCEMENT

6.1 Hillingdon's rich and varied natural environment is essential to the diversity of the Borough, promoting a healthy way of life for residents and helping to mitigate the effects of climate change. The Local Plan Part 1 recognises the environmental pressures that are likely to arise in the coming years and provides a framework of strategic policies to address these issues. The more detailed policies in the chapter are based on the Local Plan Part 1 and seek to ensure that all new development coming forward in the Borough takes account of:

- Sustainable design, reducing carbon emissions and sustainable energy;
- Green Belt, Metropolitan Open Land and Green Chains;
- Bio-diversity, water management, water efficiency and flood risk;
- Air quality and contamination; and
- Minerals and aggregates.

6.2 Hillingdon's Local Plan Part 1 provides the strategic framework to ensure that climate change is addressed at every stage of the development process. This includes ensuring high standards of sustainable design to reduce both energy consumption and carbon emissions.

6.3 The London Plan has established carbon dioxide reduction targets for residential and non residential buildings, requirements for energy assessments, sustainable design principles, a hierarchy for the selection of decentralised energy systems and an expectation that on-site renewable energy generation should be used where feasible.

Sustainable Design Standards

6.4 Applicants should take account of relevant national and London Plan policies relating to sustainable design and construction. The Mayor of London's Housing SPG 2012 provides further guidance on how the London Plan policies could be implemented.

6.5 Living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They provide many benefits, including improving the insulation performance of homes, reducing surface water run-off, improving biodiversity, absorbing carbon dioxide and producing oxygen; and they have been found to remove particulates, thereby improving air quality. Living roofs and walls can help compensate for lack of landscaping in tight urban spaces and contribute to [Sustainable Urban Drainage \(SuDS\)](#). They can also moderate the urban 'heat island' effect as well as moderating

internal building temperature, provide attractive amenity space for relaxation and improve local views.

6.6 The Council will particularly seek living walls and roofs in urban areas with limited green space and where developers are proposing minimal landscaping. Vertical gardens will be encouraged in urban areas. These can promote local food growth, as well as biodiversity improvements, which can often be overlooked when developers are maximising land take in an urban setting.

Policy DMEI 1: Living Walls and Roofs and on-site Vegetation

All development proposals are required to comply with the following:

- i) All major development⁶ should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and**
- ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.**

Reducing Carbon Emissions

6.7 The London Plan [2016](#) Policy 5.2: Minimising carbon dioxide emissions sets out targets for carbon emissions reduction to be met by major development proposals. These targets are expressed as minimum improvements over the 'Target Emission Rate' outlined in the national 2013 Building Regulations and are as follows:

Residential Development

2013 – 2016: 35 per cent

2016 onwards: Zero carbon

Non residential Development

2013 – 2016: 35 per cent

2016 – 2019: As per building regulations requirements

2019 onwards: Zero carbon

⁶ Major Development: Residential development of 10 dwellings or more; any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.

6.8 The London Plan 2016 Policy 5.2: Minimising carbon dioxide emissions also sets out the requirements for detailed energy assessments for such applications. The Council will require such assessments in order to ensure that the fullest possible contribution is made by each development to the meet the strategic carbon emissions reduction target.

6.9 Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, it will require a detailed assessment, including technical considerations and financial viability, to show that compliance with the targets for carbon emissions cannot be met. In such cases where it is clearly demonstrated that compliance with the targets for carbon emissions cannot be met, the shortfall shall be offset by means of a financial contribution towards measures which reduce emissions from the existing building stock in the Borough.

Policy DMEI 2: Reducing Carbon Emissions

A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

B) All major development⁷ proposals must be accompanied by an energy assessment showing how these reductions will be achieved.

C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

Decentralised Energy

6.10 The Mayor of London is committed to delivering 25% of London's energy supply by decentralised energy (DE) by 2025. To achieve this target, a DE programme has been developed to facilitate and accelerate the uptake of district heating. The programme initially focuses on identifying opportunities for district heating networks through heat mapping and energy masterplanning. It also aims to help build capacity within local authorities to deliver DE projects and to secure planning policies that encourage or where appropriate require DE in new developments.

⁷ Major Development: Residential development of 10 dwellings or more; any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.

6.11 London ~~Plan~~ Plan 2016 Policy 5.5: Decentralised energy networks deals with the Mayor's requirements for decentralised energy. The Council has undertaken its own decentralised energy master planning exercise, which has revealed areas of opportunity that could support a decentralised network in the Borough. There is now a sufficient evidence base to prompt more detailed investigative work. The policy below reflects the requirement of London Plan Policy 5.5: Decentralised energy networks (d) in the use of the planning process in delivering the necessary networks.

6.12 Where connection of a major development to a future decentralised energy network (DEN) is feasible, developers are required to commit to connections via a legal agreement, which will include provision for a financial payment to the Council to enable connection. Within the legal agreement a cut-off point will be defined, which will be the latest point at which a decision can be made in relation to network connection. If it is not possible to agree a connection to a network, due to the network being incomplete, an alternative energy strategy will be enacted.

POLICY DMEI 3: Decentralised Energy

A) All major developments are required to be designed to be able to connect to a Decentralised Energy Network (DEN).

B) Major developments located within 500 metres of an existing DEN, and minor new-build developments located within 100 metres, will be required to connect to that network, including provision of the means to connect to that network and a reasonable financial contribution to the connection charge, unless a feasibility assessment demonstrates that connection is not reasonably possible.

C) Major developments located within 500 metres of a planned future DEN, which is considered by the Council likely to be operational within 3 years of a grant of planning permission, will be required to provide a means to connect to that network and developers shall provide a reasonable financial contribution for the future cost of connection and a commitment to connect via a legal agreement or contract, unless a feasibility assessment demonstrates that connection is not reasonably possible.

D) The Council will support the development of DENs and energy centres in principle, subject to meeting the wider policy requirements of this plan and in particular on design and air quality.

Green Infrastructure

6.13 Green infrastructure is a network of multi-functional green space, both urban and rural, which is capable of delivering a wide range of environmental

benefits as well as quality of life benefits for local communities. It includes a wide range of green spaces including natural and semi-urban, rural and urban green spaces such as woodland, forests, wetlands, meadows, rivers and lakes. Parks and gardens, formal and informal, private and public as well as amenity green space such as village greens and green roofs, allotments, rural farmland, hedges, verges, highway trees, cemeteries and churchyards, green corridors, nature reserves and archaeological sites, are all considered part of the green infrastructure of the Borough.

6.14 Green infrastructure provides a fundamental aspect of the Borough's character as well as many valuable assets such as woodlands, river and canal corridors and a network of open green spaces. It also plays an important role in helping to mitigate the effects of climate change and prevent flooding. The Local Plan Part 1 sets out the strategic approach to planning positively for green infrastructure as required by the NPPF.

6.15 The Mayor of London's All London Green Grid SPG sets out a vision and spatial framework for London-wide green infrastructure and identifies opportunities for improving green infrastructure at the strategic level, such as the Colne Valley. The Council will protect and enhance green infrastructure networks, particularly those identified as part of the All London Green Grid. New green infrastructure will be supported in areas of deficiency and links to existing green infrastructure and the London Green Grid promoted.

6.16 All development proposals within the Borough's green infrastructure network will be expected to take account of Hillingdon's Landscape Character Assessment. The document identifies unique landscape typologies across the Borough, noting their sensitivities to change and provides guidelines for future design, management and maintenance of these areas. Development in these areas offers opportunities for the enhancement or restoration of unique characteristics such as hedgerow patterns.

DEVELOPMENT IN THE GREEN BELT, METROPOLITAN OPEN LAND AND GREEN CHAINS

6.17 The extent of the Metropolitan Green Belt, areas of Metropolitan Open Land and Green Chains in the Borough is shown on the Policies Map.

Green Belt

6.18 The NPPF provides guidance on what is acceptable or not in the Green Belt and this is reflected below for clarity. Construction of new buildings, change of use or development on land in the Metropolitan Green Belt is inappropriate development unless it is for the following purposes:

- provision of appropriate facilities for agriculture, forestry, outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the

openness of the Green Belt and does not conflict with the purposes of including land within it;

- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided that the new building is in the same use and not materially larger than the one it replaces; and
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

6.19 Inappropriate development is, by definition, harmful to the Green Belt and therefore any proposal for such development will need to demonstrate 'very special circumstances' to set aside the presumption against such development. Very special circumstances to justify otherwise inappropriate development will not exist unless the potential harm by reason of inappropriateness, and any other harm, is clearly outweighed by other material planning considerations.

6.20 Dwellings are inappropriate development in the Green Belt and Metropolitan Open Land but where they exist, alterations and extensions will be acceptable, provided they do not result in disproportionate additions over and above the size of the original building.

Metropolitan Open Land

6.21 Metropolitan Open Land is a London-wide designation which is defined in the London Plan as 'strategic open land within the urban area that contributes to the structure of London'. In terms of its purpose, Metropolitan Open Land fulfils one or more of the following:

- it defines the physical structure of London by being clearly distinguishable from the built up area;
- it includes open-air facilities, especially for leisure, recreation, sport, the arts and cultural activities, which serve either the whole or significant parts of London;
- it contains features or landscapes (historic, recreational, biodiversity) of either national or metropolitan value.

6.22 London Plan 2016 Policy 7.17: Metropolitan Open Land gives London's Metropolitan Open Land the same level of protection as applies

nationally to the Green Belt, including the presumption against inappropriate development and the test of very special circumstances.

Policy DMEI 4: Development in the Green Belt or on Metropolitan Open Land

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;**
- ii) the proportion of the site that is already developed;**
- iii) the footprint, distribution and character of the existing buildings on the site;**
- iv) the relationship of the proposal with any development on the site that is to be retained; and**
- v) the visual amenity and character of the Green Belt and Metropolitan Open Land.**

Green Chains

6.23 Hillingdon's **G**reen **C**hains provide valuable links between sites both for wildlife and recreation, enabling plants and wildlife to migrate from one area to another and providing attractive corridors for people to walk along and enjoy. They include open spaces, watercourses, tree lined streets, footpaths and bridleways. Development can provide opportunities to create new green infrastructure such as new areas of habitat and amenity space for people. This is especially important for areas of the Borough where **g**reen **e**chains are deficient and where new Green Chains can link to existing ones.

Policy DMEI 5: Development in Green Chains

A) Development in Green Chains will only be supported if it conserves and enhances the visual amenity and nature conservation value of the landscape, having regard to:

- i) the need to maintain a visual and physical break in the built-up**

- area;
- ii) the potential to improve biodiversity in and around the area;
 - iii) the potential to improve public access to and through the area; and
 - iv) the provision and improvement of suitable recreational facilities.
- B) Any new development that meets the above criteria, particularly in areas deficient in Green Chains, will be required to provide new areas of habitat and amenity space, linking into existing Green Chains.**

DEVELOPMENT IN GREEN EDGE LOCATIONS

6.24 Development in 'green edge' locations whether it is the Green Belt, Metropolitan Open Land, Green Chains or other green spaces will have a wider visual impact on the surrounding areas due to its openness. In these locations it will be important to assimilate development into the wider open context to reduce impacts. This will normally be met by ensuring landscaping margins to boundaries are of a depth relative to the scale and impact of the development, taking account of the importance of the open space designation.

6.25 Landscape margins should be provided within the development site. Landscaping should incorporate native and pollen or nectar bearing species of an appropriate size, planted and maintained in accordance with current British Standards. All new development proposals in 'green edge' locations will be expected to incorporate sustainable design and layout measures, including techniques that enhance biodiversity.

Policy DMEI 6: Development in Green Edge Locations

New development adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

BIODIVERSITY PROTECTION AND ENHANCEMENT

6.26 Policies EM1 and EM7 in Hillingdon's Local Plan Part 1 aim to protect the Council's strategic nature conservation sites which include SSSI's, Sites of Metropolitan or Borough Grade 1 and 2 Importance and a National Nature

Reserve at Ruislip Woods. These sites are significant in helping to protect and enhance the Borough's biodiversity value. However, it is also appropriate to understand the impact of local sites that may not carry designations, including open spaces and gardens, which help to increase the permeability of the urban environment for wildlife.

6.27 All development proposals should ensure the protection of biodiversity and aspire to include enhancement measures. The Council is particularly concerned by the loss of habitats that support non-protected species. The Council recognises the importance of all features and will seek to retain and enhance as much as possible on-site. If this is not possible then specific areas of the site will be allocated to wildlife creation accompanied by a clear management plan, and only as a last resort will the Council seek off-site compensation. If none of these can be provided then the Council will refuse the planning application.

6.28 It is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. The Council will apply Natural England's standing advice at validation stage. Applications will only be validated if they have the appropriate information. Where initial assessments recommend further surveys, these will be expected to be provided as part of a planning submission. All ecological reports or information submitted should adhere to nationally accepted best practice survey standards and be consistent with the British Standard BS 42020: 2013 Biodiversity – Code of Practice for Planning and Development or an updated variation. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator (as updated) to inform decisions on no net loss and net gain.

6.29 The Borough's rivers and canals support a diverse range of wildlife, which unfortunately has been put under pressure from historic development. The Council requires particular attention to be given to waterside development. All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to demonstrate that they are contributing to a net gain in biodiversity value, through the provision of green infrastructure where appropriate.

6.30 In addition to designated areas of important biodiversity, Hillingdon contains one Regionally Important Geological Site (RIGS) at The Gravel Pits, Northwood. This site is identified by the Policies Map and protected by policy DMEI 7. In accordance with The London Plan, the Council will develop a management plan for this site to promote public access, appreciation and interpretation of geodiversity.

Policy DMEI 7: Biodiversity Protection and Enhancement

A) The design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement.

B) If development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

C) All development alongside, or that benefits from a frontage on to a main river or the Grand Union Canal will be expected to contribute to additional biodiversity improvements.

D) Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated for, will normally be refused.

River and Canal Corridors

6.31 The river network in Hillingdon is illustrated on Map 8.2 'River and Canal Corridors' in Part 1 of the Local Plan, which identifies six strategic river and canal corridors. These form part of London's wider Blue Ribbon Network. The Council will seek to enhance its rivers and canals by working in partnership with other stakeholders, most notably the Environment Agency, Natural England, the Canal & River Trust and developers.

6.32 The Thames River Basin Management Plan details the issues facing water bodies in the area and actions required to address them which need to be taken into account in any proposals within the network.

6.33 Most issues facing the water environment will best be dealt with at a catchment level. For this purpose and to achieve the aims of the Water Framework Directive, a Catchment Partnership has been formed for each

principle river in Hillingdon, (Rivers Colne and Crane) with a view to developing Catchment Management Plans.

6.34 4—The Council and landowners along the Blue Ribbon Network will be required to support the aims and approaches of the Catchment Management Plans that are seeking to deliver integrated actions at a local level and which include: reducing flood risk, safe public access to waterside locations for recreational and educational purposes, the linking of existing and future recreational assets, and improvements to habitat and biodiversity along corridors.

6.35 In respect of development proposals and in assessing how they can make a positive contribution to the network as required by Policy EM3: Blue Ribbon Network of the Local Plan Part 1, the following considerations will apply:

- To allow for the Rivers Colne, Pinn, Crane, Yeading Brook and some minor local tributaries to continue to play their role in providing space for water;
- To reduce flood risk to property, road, rail or other infrastructure located in proximity to water courses;
- To make best use of river and canal corridors for active and passive recreation, increasing accessibility as part of living corridors for people across the Borough and in promoting their use as a link to recreational spaces;
- To maintain and improve river and canal corridor links as linear features in both town and countryside which serve as “ecological corridors” or habitats, enabling species to migrate and colonise over wider areas;
- To support the Canal & River Trust's aims and ensure that historic buildings and structures along the canals are not threatened by new development and support their continued use whilst ensuring the navigable waterways are maintained; and
- To promote and develop the Grand Union Canal as a navigational waterway of national significance.

All Waterways

6.36 Developments should provide high quality design, taking advantage of and encouraging active use of waterside locations. Schemes should avoid blank boundary walls and fences.

6.37 New buildings and land uses should be set back from waterfronts to provide the opportunity for an integrated hard and soft landscape scheme with

clearly defined objectives. These should include enhancing the visual setting and character of the waterfront, enhancing the setting of the development, improving access to and views of the waterfront, reducing the visual impacts of any detracting features, and supporting local biodiversity and habitats.

6.38 The Council will consult with its Crime Prevention Design Advisor when considering proposals for riverside or canalside uses to ensure issues of criminal or anti social behaviour are addressed. All waterway support facilities, infrastructure and activities should be protected. New support facilities, infrastructure and activities that support the use and enjoyment of the Blue Ribbon Network will be encouraged.

Canals

6.39 The Council will protect wharves and support the installation or renewal of small scale canalside facilities for servicing vessels engaged in the use of the canal. At marinas, the Council will support improvements to facilities, including slipway access and provision of fuel and internet connections to improve living conditions for marina users. However the Council will resist significant new facilities at marinas for the purposes of recreational gatherings, eating, drinking or convenience or comparison retailing.

6.40 Whilst the Council will support waterside facilities generally, the exception will be for proposals in the Metropolitan Green Belt and Metropolitan Open Land, where works or facilities will not be supported. This will include residential moorings, given that residential use is not appropriate in the Green Belt.

Policy DMEI 8: Waterside Development

A) Development on sites that adjoin or include a watercourse should:

- i) have regard to the relevant provisions of the Thames River Basin Management Plan and any other relevant Catchment Management Plans;**
- ii) not extend within 8 metres of the top of the bank of a main river or 5 metres either side of an ordinary watercourse or an appropriate width as may be agreed by the Council;**
- iii) where feasible, secure the implementation of environmental enhancements to open sections of river or watercourse; and**
- iv) where feasible, implement a scheme for restoring culverted sections of river or watercourses which must include an adequate**

buffer for flooding and maintenance purposes.

B) Where on-site environmental enhancements or deculverting are financially viable but not feasible, the Council will seek a financial contribution towards relevant projects for the enhancement or deculverting of other sections of rivers or watercourses.

C) Existing wharves and their access will be protected for continued use.

D) Proposals that would adversely affect the infrastructure of main rivers and ordinary watercourses, or which fail to secure feasible enhancements or deculverting, will be resisted.

E) Development located in or adjacent to watercourses should enhance the waterside environment and biodiversity by demonstrating a high design quality which respects the historic significance of the canal and character of the waterway and provides access and improved amenity to the waterfront.

F) All development alongside or that benefits from a frontage on the Grand Union Canal will be expected to contribute to the improvement of the Canal.

Management of Flood Risk

6.41 The Council's aim is to ensure flood risk is managed appropriately across the Borough by using the best available information on flood risk to inform a flood risk management strategy and working in a coordinated way with relevant parties.

6.42 Hillingdon is a Lead Local Flood Authority under the Flood and Water Management Act 2010. The Council has prepared a portfolio of flood risk documents to better inform flood risk management decisions and meet the statutory requirements of the Flood and Water Management Act 2010 and Flood Risk Regulations. The following documents are available on the Hillingdon website at www.hillingdon.gov.uk/planning:

- The Preliminary Flood Risk Assessment (PFRA) which gives an overview of flooding in the Borough;
- The Strategic Flood Risk Assessment (SFRA) which includes information on flooding from all sources and identifies those parts of the Borough which are subject to the risk of flooding, thus providing the evidence base for planning decisions as referred to in the Local Plan Part 1.
- The Surface Water Management Plan (SWMP), which includes proposals to address surface water flooding.

- The Flood Risk Management Strategy, which details how the Borough will manage flood risk in partnership with other key stakeholders such as the Water Utilities and other boroughs.

6.43 Development proposals need to take into account the recommendations in the above documents and the current best available information available on flooding from all sources. The Council as the local planning authority will ensure that new development in Hillingdon is not put at unacceptable risk from flooding and that it will not increase the risk of flooding elsewhere. The Council will assess planning applications, including those for windfall sites, against flood risk on the basis of technical advice forming part of the NPPF, which includes the application of a “sequential test” and, if necessary, an “exception test”.

6.44 Hillingdon’s portfolio of flood risk documents has identified in broad terms areas that are liable to flooding from local sources of flood risk such as ordinary watercourses, groundwater and surface water, as well as rivers and artificial sources such as reservoirs and canals and the associated probability of flooding (i.e. the flood zones). However the data contained within these documents is not intended to provide the detailed information about flood risk and therefore an assessment of the risk will be required at a site specific level.

6.45 In built up areas there is also the additional risk of flooding from surface water, due to rainwater falling onto impermeable surfaces which is the key flood risk identified for Hillingdon. Hillingdon’s SWMP identifies Critical Drainage Areas in the Borough. In these areas strict control will be exercised to manage surface water.

POLICY DMEI 9: Management of Flood Risk

A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.

B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.

C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b

will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.

D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.

E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Water Management

6.46 Sustainable drainage systems (SuDS) are vital in addressing Hillingdon's surface water flood risk, which is predicted to rise as climate change increases the frequency of heavy rainfall and as further new development and intensification within the Borough increases the volume of waste and surface water going into the existing drainage infrastructure. SuDS manage runoff from developments, reducing the quantity of water entering drains, especially at peak periods, improving the quantity of runoff and promoting amenity and biodiversity benefits from using water in the environment.

6.47 The Council aims to reduce runoff rates from all developments to limit flood risk, with a particular focus on major developments to restrict runoff rates to a 'greenfield rate'. However without mitigation, the cumulative impact of small scale development throughout the Borough is likely to put continued pressure on the existing drainage network. All minor new build developments, including proposals for householder development and minor extensions to commercial premises, are therefore required to contribute to a reduction in the rate of surface water runoff. This may include maximising areas of soft landscaping; ensuring all hard surfaces are permeable or drain into permeable features; and/or maximising areas of green roofs and walls.

Water Quality

6.48 The Water Framework Directive (WFD), designed to protect and enhance the quality of our rivers, is being implemented through the River Basin Management Plans. The Thames River Basin Management Plan 2009 covers Hillingdon. All the 'water bodies' or key rivers are considered as being moderate in water quality, other than the Crane which has a poor status. Annex B of the Thames River Basin Management Plan 2009 indicates that chemical phosphate is a key reason for the status of the rivers in the Borough. The Council requires developments to contribute to improving water quality in the Borough and to consider the actions required within the Thames River Basin Action Plan and the Catchment Plans developed for each river.

Water Resources and Water Efficiency

6.49 The appropriate management of water through understanding the water cycle is vital to ensuring that water quantity and quality is maintained and improved throughout the Borough.

6.50 The Colne Catchment Abstraction Management Strategy produced by the Environment Agency indicates that some of Hillingdon's rivers are over abstracted, putting stress on the natural environment of these rivers. This situation is likely to be exacerbated in the future due to the effects of climate change. The London Catchment Abstraction Management Strategy indicates that the River Crane has 'water available'. It is therefore important that development uses water efficiently to limit environmental stress.

6.51 Water efficiency measures should also be incorporated within non-residential development to meet the Building Research Establishment's Environmental Assessment Method (BREEAM) requirements. BREEAM is used to assess the environmental performance of new and existing non-residential buildings, and is regarded by the UK's construction and property sectors as the measure of best practice in environmental design and management.

6.52 In addition to these requirements, the Council will maintain dialogue with infrastructure providers and neighbouring planning authorities to ensure an overall improvement to critical water resources, and to ensure that development proposals can be serviced without increasing the pressure on existing natural systems or prejudicing the delivery of Water Framework Directive targets.

6.53 Groundwater resources are relied on for an adequate supply of fresh, clean drinking water. The Environment Agency has identified and mapped a number of these resources according to their significance and vulnerability to pollutants, with categories including Source Protection Zones (1-3), Safeguard Zones and Water Protection Zones. The Environment Agency advocates a risk based approach to the protection of these groundwater resources, as set out in the document 'Groundwater Protection: Policy and Practice' and this approach will be taken into account in the planning process.

Water and Wastewater infrastructure

6.54 The water and wastewater needs of new development can put pressure on the infrastructure network and could cause problems for existing development, such as increased risk of surface water flooding. All new development proposals will need to show there is sufficient capacity in the water and wastewater infrastructure network to provide for the needs of the new development. Developers will be expected to engage with relevant water

and wastewater infrastructure providers prior to submitting a planning application. The Sites Allocations document identifies sites that might have capacity issues and notes this as a constraint.

Policy DMEI 10: Water Management, Efficiency, and Quality

A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system.

Water Efficiency

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage

rates of no more than 105 litres/person/day.

I) It is expected that major development⁸ proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse.

Water and Wastewater Infrastructure

J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the Local Planning Authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

Policy DMEI 11: Protection of Ground Water Resources

All development proposals within a Source Protection Zone, Safeguard Zone or Water Protection Zone must assess any risk to groundwater resources and demonstrate that these would be protected throughout the construction and operational phases of development.

Development of Land Affected by Contamination

6.55 Hillingdon has a long industrial history, including extensive mineral extraction and land filling. This has left a legacy of land contamination with the potential to harm human health and the wider environment, where it is left untreated. Contamination can be due to the presence of metals, liquid chemicals, gases and vapours in the ground. This can present a risk to users of land, cause damage to buildings and structures and impact on local ecology and water courses. It can restrict development potential or prevent the introduction of new uses that involve public access where it is left untreated.

6.56 The policy approach is to apply the 'precautionary principle' in assessing planning applications. The introduction of Part IIA of the Environmental Protection Act 1990 also means that, as a minimum standard, new development should be on land that is remediated so that it cannot be determined as 'contaminated land' under this legislation. The responsibility to

⁸ Major Development: Residential development of 10 dwellings or more; any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.

identify if land is affected by contamination and ensure that remediation is undertaken to secure a safe development remains with the land owner and the developer of the land.

6.57 In addition to the National Planning Policy Guidance available online, the Council has adopted a Supplementary Planning Guidance document on Land Contamination which is available on the Council's website. This provides detailed guidance on information required to be submitted with a planning application. The Council's approach to land contamination and its administration during the course of any development will be guided by this document and relevant up to date best practice guidance.

Policy DMEI 12: Development of Land Affected by Contamination

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

Importation of Waste Material

6.58 The increasing costs and reducing capacity of landfills has opened up opportunities for the placement of various types of waste, usually inert, to be used within new development. The importation of this material can be positive, and can transform complex sites into suitable development platforms. It can also assist in land remodelling, for example to improve the contours on golf courses or to improve drainage, which can ultimately lead to the enhancement of recreational or community facilities.

6.59 However, the converse is that development proposals can provide an opportunity for the illegal dumping of waste material so as to avoid disposal costs. In these situations, sites can become hugely complex to manage and costly to put right with disparate accountability and responsibilities. This will often result in the site becoming less viable and potentially more costly to make good.

6.60 The disposal of material is normally undertaken under appropriate waste permits issued by the Environment Agency. However the controls governing inert material are less restrictive given their relative lower pollution risk. This means disposal of inert material on sites can be undertaken without the same level of scrutiny as the management of other waste types that have a more restrictive permitting regime. It is this less rigorous control that opens up the possibility of exploitation. Experience has shown that in some instances more waste than approved can be brought to a site as monitoring is left between organisations, or that some of the material may not be as approved, potentially hidden under inert loads without the necessary on-site controls in place.

6.61 As a consequence, the Council expects applicants to clearly demonstrate that proposals that include the importation of waste material provide the maximum protection for the environment with suitable controls and assurances in place to make good any subsequent harm.

Policy DMEI 13: Importation of Waste Material

A) Development proposals that include the importation of waste material (inert or otherwise) must be accompanied by a monitoring plan that includes:

- i) the amount and types of material to be imported;**
- ii) the timetable for disposal;**
- iii) onsite precautions to be taken to ensure only authorised vehicles and waste will be allowed on to site; and**
- iv) methods for reviewing and reporting on the progress of the disposal to the Local Planning Authority.**

B) On commencement of the disposal operation the applicant will provide a written report in accordance with A) iv) above that provides details of:

- i) — the types and quantities of waste that have been imported, including carrier notices where appropriate;**
- ii) the source of the waste imported to the site;**
- iii) appropriate details of the company/companies importing the**

material; and

iv) updates in accordance with A) iv) pertaining to the progress of material importation and disposal in compliance with the approved plans.

C) Where assurances cannot be given that the appropriate protection and safeguards can be implemented, then the Council will expect the applicant to provide contingency plans including providing security bonds (through legal agreements) to ensure any subsequent harm can be remediated and the site made good.

D) Proposals that include the importation of waste materials (inert or otherwise) that are not accompanied by the appropriate level of controls or safeguards will not be supported.

Air Quality

6.62 Hillingdon declared an Air Quality Management Area in September 2003 which covers the Borough from the Chiltern-Marylebone railway line southwards. Following on from this, an Air Quality Action Plan was approved by the Council in 2004. In conjunction with other bodies, this aims to put in place measures to reduce air pollutant emissions and improve local air quality.

6.63 At certain locations such as alongside major roads and around Heathrow Airport, the level of atmospheric pollutants is consistently high. The inclusion of stringent mitigation measures will need to be introduced before consideration of new development in the area, especially where any development proposal either introduces new residents into areas of poor air quality or would lead to deterioration in air quality for existing residents.

6.64 The main focus of improvement will be on those areas where air quality objectives are currently exceeded. However, it is important to make certain that work continues to ensure that the recommended levels are, at the very minimum, maintained and, preferably showing continued improvement for all the residents in the Borough.

6.65 Planning applications for all relevant development should contain an assessment of the likely future levels of air quality in the area and take account of the provisions of the Mayor of London's Sustainable Design and Construction SPD. The Council's latest planning guidance on Air Quality sets out how the assessments should be undertaken.

Policy DMEI 14: Air Quality

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

- i) be at least “air quality neutral”;**
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and**
- iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.**

Minerals

6.66 The London Borough of Hillingdon is a major source of aggregates (sand, gravel, crushed rock and recycled construction materials) for London and the surrounding areas. Aggregates are the vital raw ingredients for building schools, houses and roads and all the other construction projects necessary to maintain economic growth and quality of life.

6.67 The London Plan identifies Hillingdon as one of four boroughs that are collectively required to maintain a seven year landbank with the capacity to deliver at least 5 million tonnes of land won aggregates. Hillingdon's apportionment is a rolling permitted landbank of at least 1.75 million tonnes, which is the equivalent to 0.25 million tonnes per annum (mtpa). Therefore the Council needs to ensure it has permitted reserves amounting to at least 1.75 million tonnes for seven years.

6.68 The flat topography and lack of natural screening features in the south of the Borough means that workings on the areas identified in Policy DMIN 1: Preferred Areas for Minerals and Aggregates Railheads could potentially be highly visible and severely intrusive. Although mineral working is a 'temporary' use of land, its effects on individuals can be long term, frequently extending over many years. The Council would favour a comprehensive approach to the development of the areas identified in Policy DMIN 1—as opposed to fragmented or piecemeal proposals.

6.69 Minerals can only be excavated where they are found and although noise emission is inevitable it can have a significant impact on the environment and the quality of life of communities. The Council is concerned to ensure that noise levels are kept to the minimum practicable level

consistent with good environmental practice and the efficient and economic working of sites.

Aggregates Railheads

6.70 There are four operational aggregates railheads in the Borough used for importing and exporting materials, at Hayes, West Drayton, West Drayton Tavistock Road and West Ruislip. Combined, the railheads import approximately 905,000 tonnes of crushed rock per year. The NPPF and the London Plan require the safeguarding of railheads with existing or potential capacity for aggregate distribution. Railhead safeguarding is necessary for the proper maintenance of a managed aggregates supply system and will support the efficient transport and distribution of aggregates, particularly in reducing reliance on road transport.

6.71 Proposed development adjacent to the railheads should not undermine their continued viability and will need to demonstrate that acceptable levels of noise, dust, light and air emissions derived from the existing railhead would be tolerable to the proposed development. Engagement with railhead owners in identifying necessary mitigation will be actively encouraged.

Policy DMIN 1: Preferred Areas of Mineral Extraction and Aggregates Railheads

A) The following specific site, preferred areas and areas of search will be protected for the extraction of sand and gravel reserves:

- 1. Land west of Harmondsworth Quarry (Preferred Area)**
- 2. Land north of Harmondsworth (Preferred Area)**
- 3. Land at Sipson Lane east of the M4 Spur (Specific Site)**
- 4. Bedfont Court Estate (Area of Search)**

B) Where sand and gravel reserves are identified, the Council will, in addition to the above, safeguard those resources from sterilisation by surface development. The identification of such reserves will, in itself, create no presumption that proposals for mineral extraction will be acceptable.

C) The Council will safeguard the existing railheads at Hayes, West Drayton, West Drayton Tavistock Road and West Ruislip from alternative use. Applications for alternative uses will need to demonstrate that there is no real prospect of a transport use

continuing or being reintroduced on the site. Proposals for new railhead capacity will be supported.

6.72 Mineral development will be permitted only where a need has been demonstrated and the applicant has provided information sufficient for the mineral planning authority to be satisfied that there would be no significant adverse impacts arising from the development. Proposals for development within preferred areas will be expected to address the key development requirements set out for each.

Policy DMIN 1A: Assessing Proposals for New Minerals Development

Proposals for minerals development will be permitted subject to it being demonstrated that the development would not have an unacceptable impact, including cumulative impact, with other developments upon:

- i) Local amenity (including demonstrating that the impacts of noise levels, air quality and dust emissions, light pollution and vibration are acceptable);**
- ii) The health of local residents adjoining the site;**
- iii) The quality and quantity of water within water courses, groundwater and surface water;**
- iv) Drainage systems;**
- v) The soil resource from the best and most versatile agricultural land;**
- vi) Farming, horticulture and forestry;**
- vii) Aircraft safety due to the risk of bird strike;**
- viii) The safety and capacity of the road network;**
- ix) Public Open Space, the definitive Public Rights of Way network and outdoor recreation facilities;**
- x) The appearance, quality and character of the landscape, countryside and visual environment and any local features that contribute to its local distinctiveness;**
- xi) Land stability;**
- xii) The natural and geological environment (including biodiversity and ecological conditions for habitats and species); and**
- xiii) The historic environment including heritage and archaeological assets.**

Prior Extraction

6.73 In cases where there is believed to be a deposit of sand and gravel lying beneath land upon which surface development is proposed, the applicant will need to evaluate the quality and extent of that deposit and demonstrate that provision has been made for its prior extraction. Should a proposed development not provide for the prior extraction of a mineral deposit, it will be for the applicant to demonstrate that one or more of the circumstances listed in Policy DMIN 2: Prior Extraction, apply.

Policy DMIN 2: Prior Extraction

The Council will require the prior extraction of mineral reserves for the areas identified in Policy MIN 1: Safeguarded Areas for Minerals and Aggregates Railheads where surface development is proposed.

Prior extraction of mineral deposits will not be required in the following circumstances:

- i) where the mineral deposit is of no commercial interest and unlikely to be so in the future;**
- ii) where the extraction of the mineral deposit would lead to such strong environmental or other objection that it is unlikely such extraction would ever be permitted; or**
- iii) where an overriding community need for the proposed development outweighs the need for the mineral resource.**

The Relationship of Sand and Gravel Extraction to Agriculture

6.74 The Council is unlikely to object to proposals for the extraction of unworked mineral deposits from agricultural land where restoration practises are able to restore the land to its original pre-working grade or sub-grade. Where the land quality is likely to fall by more than one grade or sub-grade, or cease to be the **Best** and **Most Versatile Land** (Grades 1, 2 and 3a), an objection is highly likely on quality grounds. Where the land quality will probably fall by one grade, but remains within the category of **Best** and **Most Versatile** agricultural land, (Grade 1, 2, 3a) an objection is also highly likely, although this will depend on a consideration of all other material factors.

Restoration of Sand and Gravel Workings

6.75 Better understanding of restoration techniques, coupled with public and private financial pressures, is leading to more proposals to extract sand and gravel from under sports fields and other sites formerly regarded as unavailable. Such proposals will be determined on their individual merits, having regard to all relevant policies in this Plan and other material

considerations. The normal presumption will be a return to the original use with the application containing appropriate technical restoration details; however that may not always be appropriate and alternative beneficial uses and specifications may be specified.

Policy DMIN 3: Extraction, Landfilling and Restoration

A) The Council will expect any planning application for minerals extraction to include a comprehensive Environmental Impact Assessment (EIA) and adopt an Environmental Management System to outline measures to address environmental impacts and mitigation during all phases of the extraction and restoration process.

B) Mineral working on the ~~m~~Best and ~~v~~Most ~~f~~Versatile ~~f~~Farmland will only be permitted if working, restoration and aftercare schemes are adopted which enable the land to be restored, as far as it is practicable, to its previous quality or better.

C) Applicants will be required to show how excavation is to be arranged and to provide for beneficial after use(s) consistent with providing a balanced range of leisure activities and/or creation of natural habitats before any planning permission is granted.

D) To reduce the environmental impact of aggregates, the Council will make appropriate use of planning conditions dealing with restoration, aftercare and re-use of mineral sites including the use of suitable construction, demolition and excavation waste to restore original ground levels.

Re-use and Recycling of Aggregates

6.76 The London Plan sets targets for the re-use of construction, demolition and excavation waste and recycling of these wastes is promoted in the West London Waste Plan. The process of recycling aggregates should ideally be carried out on-site and as much of the recycled waste be re-used in the construction process. This helps to reduce the need for primary aggregates and also reduces the need to transport minerals to and from the site.

Policy DMIN 4: Re-use and Recycling of Aggregates

A) The Council will promote the recycling of construction, demolition and excavation waste.

B) All developments will be encouraged to:

i) recycle and re-use construction, demolition and excavation waste

as aggregates;

- ii) process and re-use the recyclable material on-site, and where this is not possible, the material should be re-used at another site or for land restoration; and
- iii) use substitute or recycled materials in new development in place of primary minerals.

B) Planning permission for aggregates recycling on active minerals extraction and landfill sites will be supported, subject to local amenity and other policies within the Local Plan. Applications for aggregates recycling sites in other areas such as Strategic Industrial Locations will be required to satisfy other relevant policies in the Local Plan including the West London Waste Plan.

7. COMMUNITY INFRASTRUCTURE

Safeguarding Recreational, Leisure and Community Facilities

7.1 The provision of appropriate community facilities and inclusive access to such facilities is a prerequisite for the proper functioning of any community. They range from health services, educational premises, places of worship and community halls. The Council is committed to supporting development that meets the needs of the Borough's residents.

7.2 The term infrastructure includes (but is not limited to) the following areas: transport, public realm, open space, sport, leisure and recreation, community, play space, education, child care, health, utilities, emergency services, trees and biodiversity, energy and climate change adaptation and mitigation. All of these items are essential to underpin growth in Hillingdon over the period of the Local Plan. However, there is a particularly pressing need in the Borough for additional school places and health care facilities to address higher than expected birth rates and an increase in the older population.

7.3 The Local Plan Part 1 contains a schedule of the infrastructure that is expected to be delivered over the period of the Local Plan to underpin growth. This will be updated through regular reviews of the Council's Strategic Infrastructure Plan. Policy CI1: Community Infrastructure Provision in the Local Plan Part 1 forms the basis of the Council's policy to resist the loss of community infrastructure. The following policies provide more detail about the protection of community infrastructure and how new proposals will be assessed.

Retaining existing Community Infrastructure

7.4 Hillingdon's Community infrastructure (such as emergency services, community and social spaces), strategic infrastructure (such as public utilities), and cultural facilities are vital to the identity and function of the Borough, as well as its attractive and distinctive character. The Council's policy is to retain and make best use of existing recreational, leisure and community facilities. The Council will therefore exercise a presumption in favour of retaining existing recreational assets such as parks, facilities for outdoor sports and children's play areas, including allotments which have a key role in supporting community cohesion. The NPPF states that planning policies should plan positively for local communities, including public houses. Proposals involving the loss of a pub will be required to take account of the particular planning guidance for pubs produced by the Campaign for Real Ale (CAMRA).

7.5 Proposals involving the loss, or partial loss, of community infrastructure will need to comply with the criteria set out in Policy DMCI 1: Retention of Existing Community Facilities. Applicants will need to demonstrate that the existing, specific social infrastructure use is no longer required on-site. Where this is the case, marketing evidence should be submitted to establish lack of demand, by showing that premises have been offered at a reasonable charge to appropriate user groups (e.g. community groups or voluntary organisations in the case of community centres). Alternatively, clear and robust evidence should be provided that the site or premises is no longer appropriate for social infrastructure uses (for example, due to its design, condition, location and/or accessibility).

Policy DMCI 1: Retention of Existing Community Facilities

Proposals involving the loss of an existing community facility will be permitted if:

i)A) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:

-ai) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;

-bii) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and

iii-e) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.

ii)B) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and

C)iii) the redevelopment of the site would secure an over-riding public benefit.

New Community Infrastructure Provision

7.6 The provision of appropriate community facilities and inclusive access to such facilities is a prerequisite for the proper functioning of any community. The Council is committed to supporting continued provision and where necessary, expansion of social and strategic infrastructure and cultural facilities to meet the needs of the Borough's residents.

7.7 Development/redevelopment of social and strategic infrastructure should be designed to meet the needs of their intended occupants, taking into account any appropriate regulations and national design and space standards. New development should not unduly harm residential amenity, the environment or transport infrastructure in line with all the policies in this document. They must also be appropriate for their surroundings in terms of scale, character and mix of uses.

7.8 Facilities that are located in close proximity to the community they serve and have good public transport accessibility, achieve a number of benefits. They reduce the need to travel longer distances, encourage more sustainable modes of transport and help to engender a sense of ownership of the facility by the community. In turn, this contributes to climate change mitigation, improved public health and wellbeing, and community cohesion.

Education and community uses

7.9 The Local Authority has a statutory duty to ensure the sufficiency of school places and childcare provision in its area. The demand for school places in Hillingdon has been rising in recent years and is forecast to continue to rise in line with national and London-wide predictions. Demand for reception places at primary school level is being driven in part by rising birth rates, new house building and families moving into the Borough. Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme.

7.10 The Council's updated forecast shows that demand for primary places in the north of the Borough appears to be reaching a plateau. However, there remains a residual need for a small number of additional forms of entry. Demand for places in the south of the Borough is still forecast to grow, particularly in the Hayes area where the majority of housing growth is expected to take place. Where a new educational facility is proposed, they should maximise use by local communities, including through their accessible location and design, consistent with the requirements of other relevant development management policies. Measures to ensure community uses will be pursued, including Community Use Agreements between the educational facility and local communities.

7.11 The impact of the birth rate changes is now working through the primary age groups and is due to impact upon secondary age groups from September 2016. The number of pupils needing specialist educational provision is also increasing. Whilst birth rate increases are the major driver of demand, other changes (e.g. migration into the Borough) increase demand for places across all year groups (including nursery). In addition, local authorities now have a duty to secure early years provision for the least advantaged two year olds.

7.12 The Council has already invested significantly in additional school places in the primary sector. Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme to date. The Council's latest Strategic Infrastructure Plan (SIP) contains an up to date assessment of school place needs over the period of the Local Plan. In the ~~5~~five year period up to 2021/22, the SIP identifies a need to provide ~~9~~nine primary forms of entry; ~~2~~two in the north of the borough and 7 in the south.

7.13 Over the same period, there is an identified need for 12 secondary forms of entry: ~~nine~~9 in the north of the borough and ~~three~~3 in the south. Further details on proposals to address secondary provision are contained in the Site Allocations and Designations document.

Policy DMCI 1A: Development of New Education Floorspace

Proposals for new schools and school expansions will be assessed against the following criteria:

- A) ~~i~~** The size of the site, its location and suitability to accommodate a new school or school expansion taking account of compatibility with surrounding uses, and existing planning policy designations (e.g. conservation areas, MOL, Green Belt).
- B) ~~ii~~** The impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.
- ~~iii~~C)** The location and accessibility of the site in relation to:
- i) the intended catchment area of the school;
 - ii) public transport; and
 - iii) the local highway network and its ability to accommodate new or additional school trips without adverse impact on highway safety and convenient walking and cycling routes to schools.
- ~~iv~~D)** The extent to which the building design contributes towards the government target that schools and colleges should be zero carbon from 2016.

Arts, Cultural and Entertainment Facilities

7.14 The Borough's residents have access to a wide range of arts, cultural and entertainment facilities. Among Hillingdon's main entertainment facilities are the Beck Theatre (Hayes), Compass Theatre (Ickenham) and The Nave,

(Uxbridge). The Cow Byre and Great Barns (Ruislip) mount exhibitions of work produced by local artists.

7.15 The benefits of art, culture and entertainment activities to the community are enhanced if their provision is integrated with that for other land uses, for example by generating an "evening economy" in a town centre, by using public art to improve the attractiveness of urban areas, or by extending the use of open space for performing arts. The Council will therefore seek the provision of public art and further art, culture and entertainment facilities and will co-ordinate this provision in consultation with relevant agencies and local groups.

Religious Worship and Assembly

7.16 Hillingdon includes a wide range of cultural, ethnic and religious communities. In 2010 there were 87 places of public worship in Hillingdon. It is accepted that religious groups often have difficulty in finding suitable locations and funding new buildings and the Council will assist wherever possible through the inter-faith forum.

7.17 However, it is also recognised that amenity issues can arise where groups meet in residential dwellings for worship where the building is not suitable for such a use or where groups outgrow original venues, resulting in a profusion of extensions and temporary buildings. In addition, significant increases in numbers attending venues can increase competition for limited parking spaces and have a negative impact on residential amenity by increased noise and disturbance arising from vehicle parking. Proposals that do not address these issues are likely to be contrary to the policies in this plan.

Libraries and Museums

7.18 Existing library provision within Hillingdon is generally satisfactory and recent improvements have been achieved through both rationalisation and expansion. The accepted standard of requiring a distance of less than one mile from home to library within urban areas is generally met and the mobile library service adds flexibility to current provision. New capital funding is increasingly in the form of partnership with the private sector. A small part of the museum collection is housed at Uxbridge Library with limited availability for display and promotion. The rebuilding and refurbishment programme of all libraries in the Borough was completed in 2014.

Child Care Facilities

7.19 The Council recognises the value and importance of suitable day care facilities for pre-school children. Such provision may range from a child minder looking after a few children, to nurseries and playgroups providing either full or sessional day care for larger groups of children. To ensure that a minimum

standard is maintained, registration with the Office for Standards in Education (Ofsted) is required in most cases, in accordance with the provisions of the Childcare Act 2006.

7.20 The provision of full or sessional (less than 4 hours per day) day care facilities for services such as nurseries, crèches and playgroups which require registration under the Childcare Act 2006 will normally require planning permission. Where such facilities are run from a private home, the number of children allowed will be carefully controlled and 10 children will normally be regarded as a maximum. Where a childminder looks after pre-school and school age children in her/his own home, planning permission is unlikely to be required where the numbers of children cared for does not exceed the maximum permitted under the Childcare Act 2006 for one childminder working on her/his own.

7.21 The noise and traffic generating potential of such developments will be two of the main considerations in assessing any application. Applicants will need to take account of the Ofsted Registration requirements, particularly in relation to floorspace, outdoor space and vehicular access requirements.

7.22 The needs of children and their carers are often not catered for in publicly accessible facilities such as shopping or leisure centres. The limited availability of crèches, baby changing facilities, feeding places and supervised play areas can all place restrictions on carers' access to jobs, training and other facilities. The Council will therefore encourage the provision of childcare facilities for all development schemes which are likely to be visited by children and their carers.

Health Services

7.23 New medical and health service uses are best located in town centres and areas well served by public transport and supported by adequate parking provision. Proposals for 'out of centre' medical and health services in former residential dwellings will be supported provided they do not result in unacceptable noise, traffic and other sources of disturbance to residential areas.

Policy DMCI 2: New Community Infrastructure

A) Proposals for the refurbishment and re-use of existing premises for community facilities will be supported.

B) Proposals for the provision of new community facilities will be supported where they :

i) are located within the community or catchment that they are

- intended to serve;
- ii) provide buildings that are inclusive, accessible, flexible and which provide design and space standards that meet the needs of intended occupants;
 - iii) are sited to maximise shared use of the facility, particularly for recreational and community uses; and
 - iv) make provision for community access to the facilities provided.
- C) New cultural facilities that are expected to attract significant numbers of visitors should be located in Town Centres.

Open Space, Play Space, Sports and Leisure Facilities

7.24 The Local Plan Part 1 sets the context for open space provision in the Borough, noting that the network of open spaces and woodlands are amongst the Borough's most valuable assets. The Borough is characterised by an extensive network of open spaces from the large expanse of Green Belt land, countryside and woodland in the north, the Colne Valley Regional Park stretching north to south along the western edge of the Borough and the network of smaller parks and open spaces in between. The strategic importance of these green spaces is reflected in the All London Green Grid and the River Colne and Crane Area Framework.

7.25 Policy EM4: Open Space and Informal Recreation of the Local Plan Part 1 states that the Council will safeguard and extend the network of open spaces and identify new opportunities for open space provision. Major new development will be expected to make appropriate contributions to open space provision, or to the improvement or enhancement of existing facilities. This section provides further guidance and policies to assist in the implementation of these key principles.

Public Open Space Provision

7.26 The Borough's Open Space Strategy (OSS) was published in 2011 to provide a qualitative and quantitative audit of publicly accessible open space and an assessment of current and future needs in the Borough. The strategy sets quantity standards to provide guidance as to how much open space is needed to serve the Borough over the plan period. The OSS also includes quality standards and accessibility standards, based on how far people should be expected to travel to visit each type of provision. Accessibility standards reflect those of the London Plan [2016](#), Table 7.2 Public open space categorisation.

7.27 The provision of natural areas may be required to ensure local communities have access to an appropriate mix of green spaces which

provide for a range of recreational needs. In this regard Natural England's Accessible Natural Greenspace Standard may be applied when considering any new, augmentation to, or reconfiguration of open space.

7.28 The Council will seek to protect open space provision in the Borough and promote the provision of new open spaces in the areas of deficiency identified in the OSS.

Policy DMCI 3: Public Open Space Provision

A) Public open space will be protected and enhanced and development will only be permitted where:

- i) it is linked to the functional use of the open space; and
- ii) it does not harm the character, appearance or function of the open space.

Cumulative impacts of development will be taken into account in considering development proposals.

B) Development proposals within the immediate vicinity of public open space must not impact negatively on the amenity, ecological value and functionality of the space. All impacts must be mitigated through the design of the scheme.

C) The reconfiguration of public open space will be supported where:

- i) the reconfiguration is part of a comprehensive, deliverable scheme;
- ii) there would be no net loss of open space;
- iii) the reconfiguration would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space and it would secure a viable future for the open space; and
- iv) the reconfiguration would not be detrimental to any environmental function performed by the existing open space.

D) Development of private open space is not permitted where there would be a significant individual or cumulative loss of open space/open aspect and/or where there would be a significant impact on amenity, character and appearance, biodiversity, ecological connectivity, cooling effect and/or flood alleviation effect.

Policy DMCI 4: Open Spaces in New Development

A) Proposals for major new residential development will be supported

where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.

B) The provision of major new pieces of open space should contribute positively to Hillingdon's existing networks of green spaces. In major town centre developments, new civic space may be required as an alternative to green open space.

C) Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted.

Children's Play Areas

7.29 Hillingdon contains approximately 100 equipped playgrounds within parks and other areas of open space. The Council's Open Space Strategy ([OSS](#)) proposes an accessibility standard to children's playgrounds based on a 400 metre travel distance. However, as a priority, it is recommended that this standard should apply in areas with the highest overall numbers of children and young people (defined as the top 20% of Lower Level Super Output Areas with the highest population of people aged under 16 years).

7.30 Based on the accessibility standard the main areas of play space deficiency are in Pinkwell, Botwell South Ruislip and West Ruislip Wards. There are small areas of deficiency in Cavendish, Manor, Hillingdon East, Yiewsley, Barnhill, Yeading, and West Drayton wards.

Policy DMCI 5: Children's Play Areas

A) For all major development⁹ proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.

B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play

⁹ Major Development: Residential development of 10 dwellings or more; any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.

provision.

C) The Council will resist the loss of existing play spaces unless:

- i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible, development will only be permitted in exceptional circumstances where there are over-riding planning merits to the proposal; and**
- ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.**

7.31 The OSS contains recommended standards relating to the quantity, quality and accessibility of open space and play provision. These standards are summarised in Table 7.1 below:

Table 7.1: Open Space Standards

Standard	Threshold
Quantity	<p>A borough-wide quantity standard of 6.0 ha of unrestricted open space per 1,000 population.</p> <p>A borough-wide quantity standard of 2.0 ha of unrestricted “Recreational” open space per 1,000 population.</p>
Accessibility	<p>All residents within the borough should have access to:</p> <p>A Small or Local (or higher level) open space within 400m of where they live;</p> <p>and</p> <p>A District (or higher level) open space within 1,200m of where they live;</p> <p>and where feasible:</p> <p>A Metropolitan open space within 3.2 km of where they live.</p>
Quality	<p>All unrestricted open spaces to achieve a minimum quality score of 3 out of 5 by 2026.</p>

<p>Play space</p>	<p>Where possible, children and young people should be within 400m of an equipped playground. All areas with the top 20% highest number of children and young people aged under 16 years (Based on Lower Level Super Output Areas) should have access to an equipped playground within 400m.</p>
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Formal Recreation Facilities

7.32 The provision of formal outdoor recreational facilities for football, hockey, tennis and rugby in the Borough is technically above national standards, but many playing hours on grass pitches are lost each season through inclement weather and availability of pitches for many sports is reduced. Sports artificial surface pitches may have an advantage as they can support more intensive use and there is an upward trend in participation in sports such as indoor bowls, tennis and cricket. The Council's strategy is to promote a network of local sports centres together with one large facility serving the Borough.

Policy DMCI 6: Indoor Sports and Leisure Facilities

Indoor sports and leisure facilities will be protected and enhanced and the Council will promote a network of accessible local sports halls and centres throughout the Borough. Accordingly it will regard proposals in developed areas of the Borough for indoor sports and leisure and entertainment facilities as acceptable in principle provided:

- i) they are of a scale and type intended to cater for local demands and needs of people living within a 1.6 km radius of the site; or**
- ii) they are intended to serve a wider public and are located in town centres or other areas where they are accessible by public transport for all potential users; and**
- iii) they are not detrimental to the amenity of the surrounding area.**

Developer Contributions to Community Infrastructure

7.33 While new development can make provision for new homes, employment and leisure facilities and can improve the environment through use of renewable energy and improved landscaping, it can also place additional pressure on social and physical infrastructure and general amenity, and may require measures to be taken to remedy or mitigate such impacts.

7.34 The purpose of CIL is to provide infrastructure to support the development of an area; however, the Government has specified that there may still be site specific impact mitigation requirements without which a development should not be granted planning permission. These requirements should be dealt with by planning obligations.

7.35 The Council will require planning obligations where the CIL levy does not sufficiently mitigate the infrastructure impacts of new development. This may include situations in which site-specific requirements have been identified that will not be funded by CIL, or where there is floorspace that results in an intensification of use but is not CIL chargeable. In such circumstances on-site obligations or financial contributions may be sought to address site-specific impacts. CIL payments will also be collected towards the cost of Crossrail on behalf of the Mayor. The Mayor's CIL Charging Schedule specifies a rate within Hillingdon of £35 per square metre of net increase in floorspace. Further detail is contained in the Council's Planning Obligations SPD and its CIL Charging Schedule.

Policy DMCI 7: Planning Obligations and Community Infrastructure Levy

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

- i) to secure the provision of affordable housing in relation to residential development schemes;**
- ii) where a development has infrastructure needs that are not addressed through CIL; and**
- iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.**

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

8. TRANSPORT & AVIATION

BACKGROUND

8.1 Part 1 of Hillingdon's Local Plan promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency. It seeks to provide a sustainable transport system that addresses whole of length journeys, reduces car dependency, supports the economy, encourages active travel and improves the quality of life. The framework also aims to reduce congestion and smooth traffic flow by directing growth to locations that are near public transport interchanges, encouraging walking and cycling, improving existing public transport and ensuring ease of access for all.

8.2 Hillingdon both benefits from and is in turn affected by, Heathrow Airport and the M4 corridor, its proximity to the M25 and access to the UK motorway network. Other important transport infrastructure includes RAF Northolt, the Marylebone-Chiltern line to Birmingham which bisects the north of the Borough, the Metropolitan, Piccadilly and Central Underground lines and Crossrail which is under construction. Additionally, key transport networks in Hillingdon with opportunities for greater utilisation include the Grand Union Canal, the strategic footpath network and cycling routes.

8.3 Hillingdon faces a number of challenges in relation to managing the impacts from land based and aviation transport, both which significantly affect large parts of the Borough. Its outer London location and limited north-south strategic transport network have resulted in high car ownership - 53% of Hillingdon residents travel to work by private vehicle (car or van)¹⁰ compared to an average of 38.1% for other outer London boroughs or an average of 12.7% of inner London boroughs. Uxbridge, its Metropolitan town centre, is deficient in good public transport links to London and centres outside London. Current levels of cycling and walking are low.

8.4 Noise affects a number of areas in the Borough, particularly near to the motorway and major arterial roads, rail corridors and within the vicinity of the airport. An Air Quality Management Area (AQMA) is declared over the Borough south of the Marylebone-Chiltern rail line. Further transport challenges include planning for the growth which is proposed in the London Plan for that part of Hillingdon in the Heathrow Opportunity Area, which identified 12,000 new jobs and 9,000 new homes.

¹⁰ ONS Map 2.3 Method of Travel Census 2011 ONS website June 2013

8.5 Overarching transport strategy objectives for the whole of London are contained in the Mayor's Transport Strategy which is delivered at the local level through Hillingdon's Local Implementation Plan. Hillingdon's Air Quality Action Plan also establishes a number of transport related measures designed to reduce emissions from road transport.

Managing Transport Impacts

8.6 The Council will ensure that new development in Hillingdon is adequately managed and integrated with its transport networks, including public transport, pedestrian and cycle networks, to enable it to accommodate growth in a sustainable manner, so that it does not contribute further to air quality deterioration, increased noise and congestion.

8.7 Transport Assessments/Statements will be required so that transport impacts of development proposals can be properly identified and addressed. Traffic modelling may be required to demonstrate that the proposed development does not have an impact on road safety and the flow of traffic. Impacts on the local and wider environment should be assessed including impacts on amenity, air quality and noise. Developers should also ensure that they have taken full account of the needs of all users, including disabled people.

8.8 Mitigation of transport impacts may include measures to support pedestrian and cycle access, improve public transport, provide safe and convenient drop off points, and improve highways safety and traffic flows.

8.9 Travel Plans should follow the guidelines and good practice issued by Transport for London. The plans should demonstrate how measures will be implemented, such as new local bus stops and cycle ways with cycle storage, and soft measures such as discounts on season tickets or by providing advice on individual journey planning. These measures should be integrated into the marketing and occupation of the development, with remedial measures implemented if outcomes are not achieved.

Policy DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;**
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;**
- iii) provide equal access for all people, including inclusive access for disabled people;**
- iv) adequately address delivery, servicing and drop-off requirements; and**
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.**

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Highways Impacts

8.10 Managing traffic that arises from new development is a priority for the Borough. The Local Infrastructure Plan identifies that the strategic road network is at capacity, causing high levels of congestion and environmental impacts in the surrounding residential areas as well as delays which have a negative impact on the Borough's economy. Map 9.1 in the Local Plan Part 1 identifies congestion hotspots within the Borough. In addition, the Borough's

¹¹ Major Development: Residential development of 10 dwellings or more, any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.

strategic transport networks are generally east-west in nature, and north-south movements by all modes are very constrained.¹²

8.11 Development proposals will be expected to include measures that do not contribute further to congestion and where possible, reduce car use. The Local Plan Part 1 states that options for addressing road congestion do not include new road construction, and the extent of new growth will depend upon the implementation of other measures, such as highway improvements and more efficient public services.¹³

8.12 Highways works may be required as part of development proposals to mitigate traffic impacts, provide public and active transport facilities or improve safety. Measures to mitigate traffic impacts may include the use of Planning Obligations (s106) to deliver travel plans and highways agreements under Section 38 or 278 of the Highways Act 1980. The use of these measures would be expected to reduce peak hour traffic congestion on local roads and the strategic road network, including road junction capacity, whilst at the same time reducing levels of carbon and local air quality emissions through greater use by public transport and active transport. Certain public transport measures (usually for buses) may be included in highways layout design where integral to the acceptability of the proposal.

8.13 The Council will not support development which will unacceptably contribute to traffic movements, deleteriously impact on the highway network or road user safety (including to pedestrians) or, affect residential amenity including by noise, congestion or inadequate parking provision. Proposals which are likely to generate through traffic should avoid the use of local distributor and access roads. Development proposals must provide safe and adequate vehicular access, servicing and parking areas.

8.14 Development proposals for new or altered vehicular access on the Borough's higher order roads will be required to demonstrate no suitable alternative access point and no deleterious impact on highway or pedestrian safety and movement. Proposals that affect highways administered by Transport for London Route Network or the Highways Agency will be required to seek the approval of the relevant authority. For car parks, vehicles must be able to enter and exit the site in forward gear. For dwelling houses which have access onto a classified highway, vehicles must be able to enter and exit in a forward gear. The layout and visibility for the vehicular access and associated crossover must be in accordance with the Council's standards.

¹² Local Implementation Plan April 2011, London Borough of Hillingdon p 9 para 3.20

¹³ Local Plan Part 1 2012 p 140

8.15 Internal roads must be constructed in accordance with Council standards for that development, and be suitable and safe for the vehicles that will use it, including any service vehicles. For larger developments that generate higher amounts of traffic (for example large residential sites), safe and direct pedestrian and cycle access, separate to vehicles, should be provided internally within the site linking to the highway.

Policy DMT 2: Highways Impacts

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;**
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;**
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;**
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and**
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.**

Road Safeguarding

8.16 Planning permission has been granted for the Pump Lane Link Road to serve the Southall Gas Works development site. The route of this link will continue to be safeguarded in the Plan until it is constructed in accordance with approved plans.

Policy DMT 3: Road Safeguarding

Permission will not be granted for development that would prejudice the implementation of the Hayes By-Pass link to the former gas works site, Southall.

Public Transport

8.17 Hillingdon is serviced by a network of rail, underground and bus services including the long-distance coach interchange at Heathrow. Rail services are available from Heathrow, Hayes, West Drayton, West Ruislip and South Ruislip. There are 13 underground stations and bus services which principally serve the towns and district centres within the Borough.

8.18 Part 1 of the Local Plan identifies a number of specific issues in regard to public transport namely:

- The need for improvements in north-south public transport links
- Slow and deficient public transport access between Uxbridge and central London and other key centres
- The delivery of planned public transport improvements at Uxbridge, Heathrow, Hayes, West Drayton and West Ruislip
- The high dependency on private vehicles and the low proportion of trips made by walking, cycling and public transport.

8.19 Improvements to public transport, in particular north-south links, public transport interchanges and integration with walking and cycling, are considered necessary to support planned growth during the life of the Plan and reduce private car use. Development proposals that are considered to have a significant impact on public transport or require additional facilities may be required to upgrade public transport facilities, include public transport measures in highway proposals, or provide a contribution towards improved service or facilities as part of development proposals.

8.20 Improvement works to stations and other public transport interchanges should be well designed and integrated into the surrounding area, with due consideration to the public realm and any impacts on traffic and pedestrian movements.

8.21 Development proposals will be required to ensure that they are well integrated with public transport facilities and adjoining land uses and that they provide safe and convenient pedestrian and cyclist movement for all users. Impacts such as noise, vibration, and security issues should be designed out of the proposals at the earliest stage.

Policy DMT 4: Public Transport

A) The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:

- i) improvements to address inclusive access;**
- ii) ensuring that bus stops are conveniently located for passengers;**
- iii) implementation of bus priority and bus stop accessibility measures;**
- iv) providing for bus route requirements and associated road layouts;**
- v) improvements to the network of services; and**
- vi) improvements to infrastructure to support cycling.**

B) Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal.

Pedestrians and Cyclists

8.22 Walking and cycling are sustainable methods of travel, which free up space on public transport and roads and thereby help to address issues relating to capacity and congestion. They also help to improve air quality, local amenity and reduce noise nuisance. In accordance with the London Plan, development proposals should take account of TfL's Legible London programme, where possible.

8.23 The London Plan [2016](#) Policy 6.9: Cycling aims to increase cycling in London so that it accounts for at least 5% of modal share by 2026. Policy 6.10 identifies actions to bring about an increase in walking and the following are relevant to Hillingdon:

- identification, promotion and completion of the London Outer Orbital Path (LOOP) strategic walking routes which run north-south in the Borough;
- the need to identify and implement accessible safe and convenient routes to town centres, transport nodes and other key destinations; and
- the encouragement of a high quality pedestrian and street environment.

8.24 The Council will seek to improve the pedestrian and cycle network in the Borough (as identified on Local Plan Part 2 Map 9.1 - Transport Infrastructure), including links to Hillingdon's canal and rivers network where appropriate.

8.25 All development proposals are required to provide good connectivity for pedestrians and cyclists and good permeability within the site where relevant. Connections are required to be of high quality, with safety and ease of access in mind. Development proposals must ensure that any existing pedestrian or cycle access is retained without deterioration to convenience or usability. Public routes must comply with the principles of Secured by Design through consultation with Hillingdon's Designing Out Crime Officer. They must comply with the principles of inclusive access and meet the requirements of the Accessible Hillingdon SPD.

8.26 Development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Employment uses should include facilities for safe and secure cycle storage and changing facilities.

Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;**
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;**
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and**
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.**

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

Vehicle Parking

8.27 The Mayor's Transport Strategy acknowledges the role of the car in outer London particularly for medium to longer distance trips but it also recognises that different areas of London require different policy interventions. In outer London, proposals need to acknowledge the role of the car, especially low emission cars.¹⁴

8.28 The Mayor of London's Town Centres SPG¹⁵ states that in planning for parking standards local authorities should take into account the following considerations:

- making the most effective use of scarce business/housing land;
- encouraging use of public transport; and
- parking standards should not disadvantage outer London in competition with the wider South East.

8.29 London Plan [2016](#) Policy 6.13: Parking identifies the need for an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. It sets out parking standards that should be used but offers some flexibility for town centres and for outer London boroughs.

8.30 Hillingdon's parking standards are based on those contained in the London Plan with some variance to address local circumstances in terms of employment sites and residential uses. The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level. Uxbridge is a key centre for the office market in West London and more generous levels of parking are necessary in order to compete with neighbouring local authorities outside London.¹⁶

8.31 In order to ensure a high standard of public amenity and to meet objectives of inclusion and accessibility, the Council will ensure that car parking areas have bays of appropriate dimensions and with sufficient manoeuvring space; are well lit, safe and secure; and landscaped to a high standard, with provision for electric vehicle parking.

8.32 Car parking must accommodate spaces for wheelchair users and for those with restricted mobility and be designed in accordance with the relevant standards as outlined in the Accessible Hillingdon SPD and BS 8300. In

¹⁴ Mayor's Transport Strategy May 2010 p109

¹⁵ Town Centres SPG London Plan GLA , July 2014,

¹⁶ Part1Hillingdon Draft Local Plan p30

addition to “blue badge” parking, the Council also operates a “brown badge” scheme for older residents with restricted mobility. In accordance with the Accessible Hillingdon SPD, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, with at least one accessible on or off street parking bay designated for blue badge holders, even if no general parking is provided.

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or**
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.**

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council’s Accessible Hillingdon SPD.

Freight

8.33 The movement of freight by road is recognised as a contributor to air quality and noise issues in the Borough. While this may be in part attributed to the proximity of the motorway network and through traffic, freight movement in the Borough originates from industry and commercial operations which may include mineral workings and waste management. Heathrow Airport is recognised as a significant generator of freight traffic especially from areas to the west of the Borough.¹⁷

8.34 The Council will encourage new development proposals to locate in appropriate locations with safe and convenient access to the strategic road network and avoid lower classification of roads to minimise impacts on local amenity and air quality. Proposals should include, where relevant, delivery and servicing plans (DSP) and construction and logistic plans (CLP) as part of the transport appraisal and travel plan requirement. These plans should aim for the efficient and consolidated movement of goods with minimum disruption to local amenity.

¹⁷ Local Implementation Plan April 2011, London Borough of Hillingdon p28

Policy DMT 7: Freight

(A) Development proposals that generate a high number and/or intensity of transport and movements such as those relating to logistics and distribution or freight will be required to demonstrate that:

- i) they are conveniently located to enable direct routing to the strategic road network; and**
- ii) there is no deleterious impact on residential areas, local air quality levels, local amenity or the highway network.**

(B) The Council will in principle support the use of the Blue Ribbon Network for rail and freight transport subject to compliance with other policies of this Local Plan.

AVIATION

8.35 Heathrow, the UK's main international airport has two runways, five terminals and approximately 90 scheduled airlines flying to 176 destinations around the world.¹⁸ RAF Northolt is an active military airport which also accommodates a proportion of commercial flights with planes of around 30 passenger capacity¹⁹

8.36 Although differing in size and scale of operations, both airports have similar issues which impact on development management, namely:

- Impacts on residents and those working in the Borough from aircraft noise - this has resulted in restrictions on certain aircraft movement at both airports;
- Safety requirements in terms of building and structure heights and controls over certain buildings and structures such as turbines which affect navigation;
- From airport operations and land transport congestion affecting noise and air quality; and
- Poor air quality.

¹⁸ Heathrow Air Quality , Together Towards Sustainability, Heathrow Air Quality Strategy, 2011 – 2020, BAA p11

¹⁹ News article 29 /04/13 Royal Air Force RAF Northolt website 28/06/13

8.37 While both of these airports have certain permitted development rights, the Council is consulted on these referrals and it will expect proposals to comply with its policies even if it is not the decision-making authority.

Safe Operation of Airports

8.38 Government Circular 1/2003 sets out advice to local planning authorities on safeguarding aerodromes. Safeguarding for airports in Hillingdon has been identified and shown on the Policies Map. Within this area, the Council will consult the airport operator on development where the height of any building, structure, erection or works would affect the operation of the airport or the safe movement of aircraft (i.e. potentially penetrate the protected surface).

8.39 A new building, structure or extension (because of its size, shape, location or construction materials) can also affect navigational and radio aids and telecommunications systems equipment. Lighting elements of a development also have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and the aircraft approach paths and must also be considered as part of development proposals.

8.40 Wind-powered generator turbines can present a physical obstacle to air navigation, affect radar and other electronic aids to air navigation from radio frequency interference. Safeguarding requirements in the Borough include areas within which the Airport Operator must be consulted for proposed wind turbine development. Additionally the Civil Aviation Authority, NATS En Route Ltd and the Ministry of Defence may be required to be consulted and a navigational impact assessment study may be required.

8.41 Public safety zones are identified for land extending outwards from the end of airport runways at Heathrow. Circular 1/2010 sets out a general presumption against new or replacement development, or changes of use of existing buildings within these zones. Transport infrastructure is therefore considered for Public Safety Zone policy purposes as if it is residential, commercial or industrial development. However, certain forms of development which involve a very low density of people coming and going may be acceptable within it. The Council will therefore consult the airport operator on proposals in the Public Safety Zone.

8.42 Although there are no Public Safety Zones defined at RAF Northolt, it is the practice of the Council to consult the Ministry of Defence in respect of development which might interfere with the safe and efficient operation of the airport.

8.43 In addition to the requirements related to public safety zones and to the height and type of buildings and structures, the Council is also required to consult the airport operator before granting permission which might endanger

the safety of aircraft by attracting large numbers of birds. Such developments include refuse tips, reservoirs, sewage disposal works, nature reserves or a bird sanctuary, as well as landscaping proposals linked to other developments.

8.44 Legal agreements will be used to deal with aspects of a development (such as implementation of a Bird Hazard Management Plan), which cannot be satisfactorily covered by planning conditions.

Policy DMAV 1: Safe Operation of Airports

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and**
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.**

HEATHROW AIRPORT

8.45 Heathrow is the world's busiest international airport. In 2010 it handled some 66 million passengers on approximately 460,000 flights.²⁰ In 2011, Heathrow handled nearly a quarter of all air transport movements at UK airports, approximately a third of all terminal passengers and two-thirds of all air freight, which is mainly transported in passenger aircraft.²¹ However, Heathrow's urban location and the size of its operations have led to a number of local amenity and environmental issues. Both land and air transport activity at and around Heathrow Airport are a significant contributor to traffic congestion, noise and emissions. There is pressure for airport operations to expand, having the potential to impact on the Borough. The airport is a major source of all three air pollutants (NO_x, PM₁₀ and PM_{2.5}), making up between

²⁰ Heathrow Air Quality , Together Towards Sustainability, Heathrow Air Quality Strategy, 2011 – 2020, BAA p11

²¹ Aviation Policy Framework, March 2013 Page 26 para1.43

36% and 54% of total emissions from within Hillingdon.²² Aircraft noise from Heathrow severely affects some areas of the Borough.

8.46 Measures are in place to tackle noise, pollution emissions and congestion. Development directly related to the airport should be controlled to locate within the boundary and not outside it. Unrelated development which occurs within the airport boundary has the ability to result in pressure for development on Green Belt and other off-airport sites to cater for directly related needs as well as contributing to congestion. The Council seeks to protect “airport related uses” by restricting development for non-essential activities and ensuring that ancillary facilities (such as shops), are limited to those needed for airport users only and do not become major attractors to the non-travelling public in their own right. Development not directly related to the operation of the Airport will not be supported within its boundary.

8.47 Additionally, the 2004 planning permission for Terminal 5²³ included a number of conditions managing Heathrow’s operation. Aircraft movements are capped at 480,000 per year, noise capped at an area of 145km² for noise contour level 57dB(A) Leq 16 hr (0700-2300) and a cap of 42,000 car parking spaces with no more than 17,500 available to employees. At a borough level, the Council implements its Air Quality Action Plan and is carrying out cycling improvements in the Uxbridge-Heathrow area as part of its Biking Borough programme.²⁴ Additionally, BAA has published its Heathrow Air Quality Strategy 2011-2020.

8.48 The Council’s policies aim to ensure that development related to the current operation of the airport is managed to reduce environmental impacts. This also includes proposals related to the airport but operating outside the boundary (such as car parking) that contribute to air quality issues and traffic congestion. The Council will work with the Government, the Mayor’s Office, Transport for London, the Heathrow Area Transport Forum including Heathrow Airport Limited and other stakeholders to reduce the environmental impacts of Heathrow Airport.

8.49 Proposals should, where required, address traffic, water cycle, air quality and noise impacts and identify mitigation measures to be implemented by the developer. An environmental impact assessment may be required and a transport assessment or statement and travel plan should be submitted if appropriate. Mitigation measures may include the use of planning obligations (s106) to address issues that cannot be resolved by conditions.

²² Air Quality Action Plan Progress report 2012, London Borough of Hillingdon, p11

²³ Planning application: Ref 47853/APP/2002/1882

²⁴ Local Implementation Plan London Borough of Hillingdon, April 2011, p22

8.50 The Airports National Policy Statement was designated by the Secretary of State for Transport on 26 June 2018. This sets out the policy framework for expansion at Heathrow Airport and primary basis for decision making on any development consent application for a new north-west runway.

Policy DMAV 2: Heathrow Airport

A) Development proposals within the Heathrow Airport boundary will only be supported where:

- i) they relate directly to airport related use or development*;**
- ii) there is no detrimental impact to the safe and efficient operation of local and strategic transport networks;**
- iii) they comply with Policy DMEI 14: Air Quality;**
- iv) there are no other significant adverse environmental impacts; where relevant, an environmental impact and/or transport assessment will be required with appropriate identification of mitigation measures; and**
- v) they comply with all other relevant policies of the Local Plan.**

RAF Northolt

8.51 RAF Northolt is an active military airfield with a number of commercial flights using smaller aircraft. Current air operations at RAF Northolt result in a significant and intermittent level of noise disturbance. Traffic movement is halted on West End Road during the operation of the runway by the use of signals.

8.52 The RAF has recently announced that its 7,000 commercial movements per year is to be increased to 12,000 gradually over the next three years with military movements expected to remain at around 5,500 per year. Commercial movements are currently restricted to quieter aircraft and the airfield is closed to commercial traffic overnight, Saturday evenings and Sunday mornings²⁵.

²⁵ 29 /04/13 Royal Air Force RAF Northolt website 28/06/13

* Airport related uses or development" is to be taken as any use or development that falls within the following: offices, air cargo transit sheds, hire facilities, flight catering, freight forwarding and airport industry and warehousing and, is development in connection with the provision of services and activities relating to the movement or maintenance of

8.53 Any significant increases in aircraft movements can result in more noise nuisance and impact on air quality. Such increases, particularly during peak hour traffic, also have the potential to cause traffic congestion on the network and any increase in flight numbers must address this issue. The Council will work with the RAF to mitigate impacts on residential amenity, traffic and noise.

Policy DMAV 3: RAF Northolt

Development proposals within the RAF Northolt boundary will only be supported where:

- i) they relate directly to the military base and/or aerodrome related use or development*;**
- ii) there is no decrease in residential amenity through noise from aircraft and hours of operations;**
- iii) there is no increase in traffic congestion during highway network peak hours on West End Road through the operation of RAF Northolt's traffic signals;**
- iv) any transport impacts from the development are managed through the implementation of appropriate mitigation measures identified in a transport assessment or statement and/or travel plan; and**
- v) there is consistency with other policies of the Local Plan.**

aircraft or with embarking, disembarking, loading, discharge or transport of passengers, livestock or goods. It also includes the provision of services and facilities for any staff employed to provide these functions.

APPENDIX A: HOUSEHOLDER DEVELOPMENT POLICIES

Householder Development

A1.1 This section of the Local Plan provides policies and guidance that will be used to assess proposals for the most common forms of householder development that require planning permission, including residential extensions, outbuildings and basement development. An alteration to a residential house or garden may have an impact, not only on its own setting, but also on the wider townscape and neighbourhood. It is therefore essential that these types of proposals achieve the highest design quality.

A1.2 Under the General Permitted Development Order 1995 (as amended 2008) certain extensions and alterations to residential properties do not require planning permission. The Department for Communities and Local Government has published 'Permitted Development for householders Technical Guidance' (August 2010), available on the Government's Planning Portal website, which provides more detail on the types of domestic alterations that are 'Permitted Development'.

A1.3 The Council will assess proposals for residential extensions against the requirements of Policy DMHD 1: Alterations and Extensions to Residential Dwellings, below. Whilst this chapter covers the main forms of householder development, it is important that other policies in the Local Plan are taken in to account:

- Listed Buildings and Conservation Areas: permitted development rights are limited for properties that are Listed Buildings and/or located in Conservations Areas. Extensions to residential properties that are affected by these designations will need to take account of Polices DMHB 2: Listed Buildings, DMHB 3: Locally Listed Buildings, DMHB 4: Conservation Areas and DMHB 5: Areas of Special Local Character;
- Flood Risk: in areas of Hillingdon at risk of flooding (Flood Zones 2, 3a and 3b), proposals for extensions and alterations should demonstrate that flood risk has been adequately addressed and not increased. Polices DMEI 10: Water Management, Efficiency and Quality, and DMEI 11: Protection of Ground Water Sources, will need to be taken into account; and
- Tree Preservation Order: the Council has powers to protect trees by making them the subject of a Tree Preservation Order (TPO). It is an offence to cut down, top, lop, uproot, damage or destroy such trees without the Council's permission. The Council also needs to be notified of work to trees, including removal, within Conservation Areas, regardless of whether they are protected by a TPO.

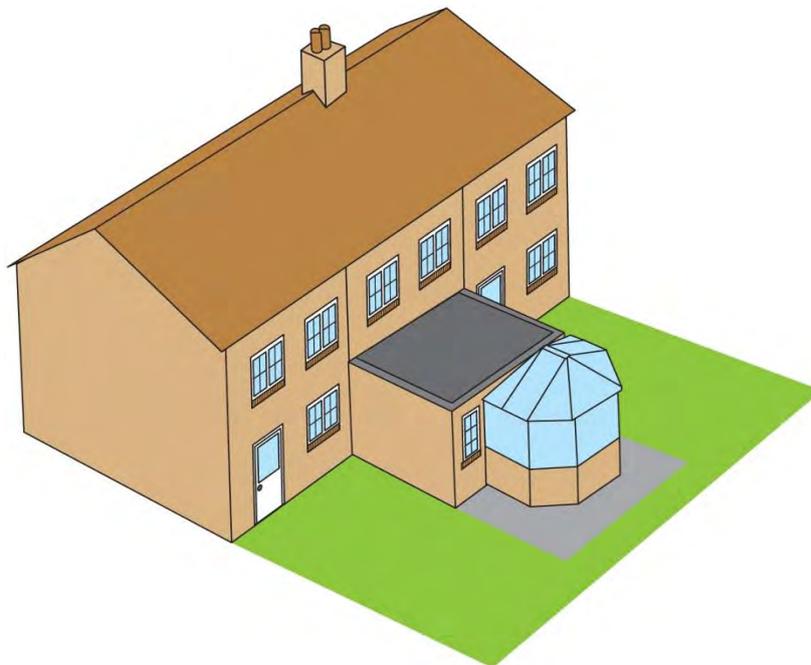
A1.4 Whilst the Council can provide guidance on the permitted development procedures it is the responsibility of the householder to check whether any proposed works require planning permission and/or Building Regulations Consent. Where planning permission is not required, the guidance in this section should be used as good practice.

Alterations and Extensions to Residential Dwellings

A1.5 Many houses in Hillingdon have a distinctive 1930s character and have been developed to a standard design providing consistency in terms of density and appearance. The Hillingdon Townscape Character Study 2013 sets out the building types which gives the Borough its particular sense of place and can be found here: <http://www.hillingdon.gov.uk/12566>.

A1.6 Good design of residential alterations and extensions will enhance the appearance of a house, and thus its value, as well as improving the appearance of the local area. It can also help improve people's enjoyment of their house and reduce energy bills. Well designed alterations and extensions, using quality materials, should be of a scale and form in keeping with the house, and sympathetic to existing character, proportions, and floor plan. All proposed extensions should appear subordinate to the existing house, with appropriately selected windows, materials and detailing.

Rear Extensions



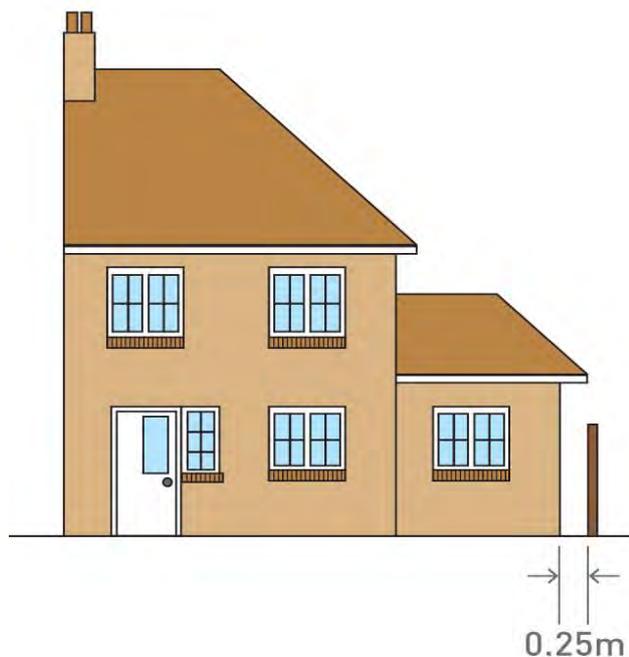
Extensions such as conservatories on the back of an existing extension will generally be refused planning permission

A1.7 Rear Extensions should not protrude too far out from the rear wall of the original house or cut in half two-storey bay windows or other features. The addition of conservatories or other extensions to buildings that have already been extended will not be permitted. Full width extensions are not normally acceptable in Conservation Areas.

A1.8 The Council has set out policies regarding depth of extensions which depend on the type of house (see Policy DMHD 1: Alterations and Extensions to Residential Dwellings). Dimensions are external and include any overhanging roof, guttering or canopies added to the rear wall of the extension. Proposals to extend existing extensions will not be supported. In Conservation Areas and Areas of Special Local Character, extensions will be expected to have regard to the plan and architectural style of the original building.

A1.9 Notwithstanding the extension of permitted development rights for single family dwelling houses in 2013 (extended in 2015), the Council has introduced an Article 4 Direction under the Town and Country Planning (General Permitted Development) (England) (2015) Order to control the size and impact of large rear extensions. The details of the Article 4 Direction are reflected in Policy DMHD 1: Alterations and Extensions to Residential Dwellings.

Side Extensions

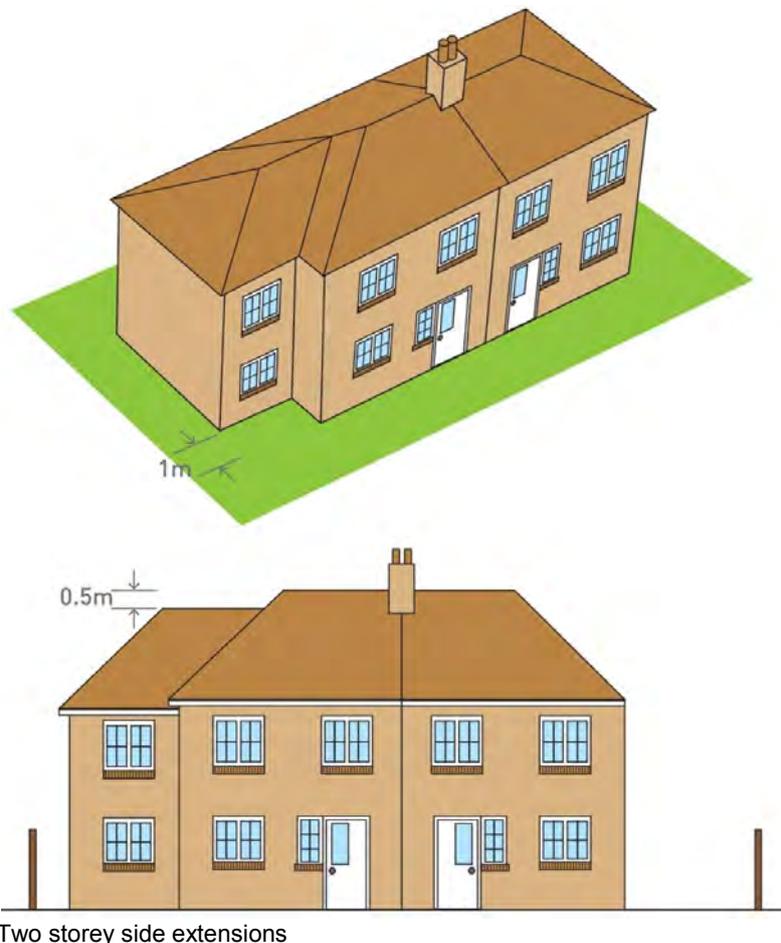


Single storey side extension

A1.10 A single storey side extension is a common means of extending a house to provide extra living or garage space. The size and width of a side extension should not dominate the original property and should appear subordinate to the main house. It should also reflect the architectural style of the main building. Single storey side extensions must be accommodated within the plot and not over-sail the neighbour's property. In Conservation Areas and Areas of Special Local Character, side extensions will be expected to be set back by one metre from the front wall of the main house.

A1.11 Two-storey side extensions on detached and semi-detached houses should be set back from the main front wall of the dwelling by at least one metre to provide definition between the original house and the extension. Similarly, roofs of side extensions should be set back from the front roof plane so that their ridges are lower than the main ridge to ensure that the addition reads as a subordinate element.

A1.12 All side extensions should be limited in width to less than half the width of the original property to avoid over-dominance of the original house.



Front Extensions

A1.13 The Council will not normally accept front extensions and canopies including extensions linked to garages and porches as these not only affect the character and building itself but also the street scene.

Building Lines and Building Heights

A1.14 New development should respect the building line of the main front walls of the properties to either side, and to the rear in the case of a corner property. Where houses in the street are stepped up in height, new buildings should respect the heights of neighbouring buildings and the overall street pattern.

Porches

A1.15 A porch should be designed to respect the character of the existing building and retain existing original features such as bay windows. The introduction of pastiche historic features such as classical columns and pediments will not be accepted unless they are a feature of the original house. Two storey porches will not be acceptable.

New Front Bay Windows

A1.16 The building of new front bay windows will require planning permission. They will only be allowed where they make a positive contribution to the appearance of the local area and are an established and original characteristic of neighbouring properties.

Annexes

A1.17 Annexes designed specifically for the use of disabled or dependent elderly family members should be located at ground floor level and be fully accessible. An Access Statement should be submitted with the planning application. An annexe should not have a separate private entrance and must be connected internally to the existing property. Annexes which are capable of being used as (or easily adapted to) a fully self-contained unit will not be permitted.

Garages

A1.18 If the garage is located to the rear of the garden it should be accessed from a rear service road only. The garage must be placed so that the doors do not open across the roadway. To achieve this, and to allow enough visibility to drivers, the garage must be set back at least 2.4m from the back edge of the roadway and use a roller shutter or 'up and over' garage door. The internal dimensions should allow at least 4.8m x 3m for a single

garage and at least 4.8m x 5.7m for a double garage. Special criteria will apply for garages in Conservation Areas.

A1.19 If the garage is attached to the existing house, the policy on side extensions will prevail.

Roof Extensions and Dormer Windows

A1.20 The design of roof extensions should not create a dominant 'top heavy' appearance out of proportion with the rest of the building. It should be lower than the height of the main ridge and sit well above the eaves and away from the roof's hips and valleys. As a guide, new roof extensions should not cover more than a third of the main roof.

A1.21 A dormer window should be no larger in size than those on the first floor and comprise an individual window and roof. This is preferable to a roof extension and will be required in Conservation Areas and Areas of Special Local Character. Only rear roof extensions and rear dormer windows will be considered acceptable.



Roof extensions and rear dormer windows

Windows and Doors

A1.22 In new extensions, windows and doors should reflect the existing house in terms of their style, proportions and positioning. If windows are located on a side wall, they should be at a high level, non-opening below 1.8m above internal finished floor level and fitted with obscured glass.

Overlooking

A1.23 No direct overlooking will be permitted. Adequate distance should be maintained to any area from which overlooking may occur. Regard should be given to the character of the area and the distances between buildings but as a guide, the distance should not be less than 21m between facing habitable rooms and windows and 24m from window to patio to window. However, in these situations where the distance between existing houses already breaches this distance, any new development should not result in any additional overlooking.

The 45-degree Rule

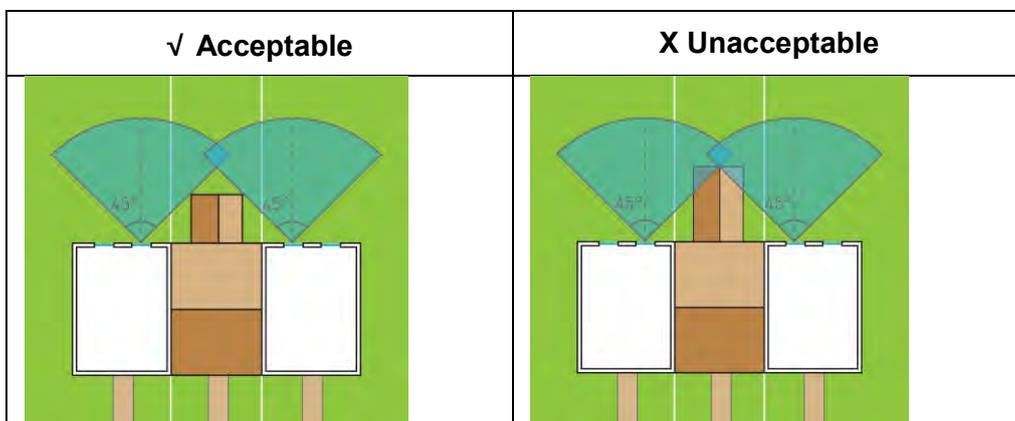
A1.24 The 45-degree rule can be used to establish the maximum permissible height, depth and width of an extension. It provides a general guide to what is normally considered acceptable. However, it is only a general rule of thumb and the Council may, on occasion, consider an extension to be unacceptable, even if it appears acceptable on paper.

A1.25 The 45-degree rule can be used to check if your extension may result in a loss of light to adjoining windows. When assessing a planning application for two-storey extensions, two methods for applying the 45-degree rule will be used:

- Method 1: Considers the depth and width of the extension
- Method 2: Considers the height of the extension

A1.26 Applicants are advised to locate any extension as far from the 45-degree splay as practically possible to reduce the impacts to neighbours, and thereby increasing the chance of creating an acceptable extension.

The 45 degree rule



Front Gardens and Parking

A1.27 Paving permission will not be required if a new or replacement driveway of any size uses permeable (or porous) surfacing which allows water to drain through, such as gravel, permeable concrete block paving or porous asphalt, or if the rainwater is directed to a lawn or border to drain naturally.

A1.28 If the surface to be covered is more than five square metres, planning permission will be refused for laying traditional, impermeable driveways that do not provide for the water to run to a permeable area.

Solar Panels

A1.29 Planning permission may be required for the installation of solar panels. While the Council acknowledges the environmental benefits of solar panels, their size and placement should be carefully located to ensure there is no adverse visual impact on the building or surrounding area. Solar panels should not be placed in a position where they can be seen over a great distance or from a public place. Planning permission will be required for solar panels on properties situated within or affecting a Conservation Area, Area or Special Local Character and on Listed Buildings; a proposal considered to impact detrimentally on a heritage asset or its setting will not be supported. Solar panels should be removed when no longer in use.

Satellite Dishes

A1.30 Satellite dishes and antennas can spoil the appearance of a neighbourhood, so it is important to install them in a sensitive location that minimises impact on the external appearance of the building. Within Conservation Areas, planning permission will be required for dishes or antennas on a chimney, wall or roof slope that faces or is visible from a road. Installing an antenna or dish on a Listed Building will require Listed Building Consent. Satellite dishes or antennas should always be removed when no longer in use.

Cladding and External Insulation

A1.31 Planning permission will be needed for the cladding or application of external insulation to any building within a Conservation Area. Outside these areas, the cladding of unlisted dwelling houses can normally be carried out without requiring consent.

Policy DMHD 1: Alterations and Extensions to Residential Dwellings

A) Planning applications relating to alterations and extensions of dwellings will be required to ensure that:

- i) there is no adverse cumulative impact of the proposal on the character, appearance or quality of the existing street or wider area;**
- ii) a satisfactory relationship with adjacent dwellings is achieved;**
- iii) new extensions appear subordinate to the main dwelling in their floor area, width, depth and height;**
- iv) new extensions respect the design of the original house and be of matching materials;**
- v) there is no unacceptable loss of outlook to neighbouring occupiers;**
- vi) adequate garden space is retained;**
- vii) adequate off-street parking is retained, as set out in Table 1: Parking Standards in Appendix C;**
- viii) trees, hedges and other landscaping features are retained; and**
- ix) all extensions in Conservation Areas and Areas of Special Local Character, and to Listed and Locally Listed Buildings, are designed in keeping with the original house, in terms of layout, scale, proportions, roof form, window pattern, detailed design and materials.**

B) Rear Extensions

- i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;**
- ii) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;**
- iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level;**
- iv) in Conservation Areas and Areas of Special Local Character, flat roofed single storey extensions will be expected to be finished with a parapet;**
- v) balconies or access to flat roofs which result in loss of privacy to nearby dwellings or gardens will not be permitted;**

- vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property and should not contain windows or other openings that overlook other houses at a distance of less than 21 metres;
- vii) flat roofed two storey extensions will not be acceptable unless the design is in keeping with the particular character of the existing house;
- viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported; and
- ix) full width two storey rear extensions are not considered acceptable in designated areas or as extensions to Listed Buildings or Locally Listed Buildings.

C) Side Extensions

- i) side extensions should not exceed half the width of the original property;
- ii) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded;
- iii) garages should reflect the size guidelines set out in Appendix C Parking standards;
- iv) two storey side extensions should be set in a minimum of 1 metre from the side boundary or in the case of properties in the Copse Wood and Gatehill Estates, at least 1.5 metres, but more if on a wider than average plot, in order to maintain adequate visual separation and views between houses;
- v) two storey side extensions to detached and semi-detached properties should be set back a minimum of 1 metre behind the main front elevation;
- vi) where hip to gable roof extensions exist, a two storey side extension will not be supported; and
- vii) in Conservation Areas, single storey side extensions may be required to be set back.

D) Front Extensions

- i) alterations and extensions to the front of a house must be minor and not alter the overall appearance of the house or dominate the character of the street. Front extensions extending across the entire frontage will be refused;

- ii) porches should be subordinate in scale and individually designed to respect the character and features of the original building; pastiche features will not be supported; and
- iii) notwithstanding the above, at least 25% of the front garden must be retained.

E) Roof Extensions

- i) roof extensions should be located on the rear elevation only, be subservient to the scale of the existing roof and should not exceed more than two thirds the average width of the original roof. They should be located below the ridge tiles of the existing roof and retain a substantial element of the original roof slope above the eaves line;
- ii) the Council will not support poorly designed or over-large roof extensions including proposals to convert an existing hipped roof to a gable;
- iii) raising of a main roof above the existing ridgeline of a house will generally not be supported;
- iv) all roof extensions should employ appropriate external materials and architectural details to match the existing dwelling; and
- v) in Conservation Areas, Areas of Special Local Character and on Listed and Locally Listed Buildings, roof extensions should take the form of traditional 'dormer' windows, on the rear elevation, to harmonise with the existing building. The highest point of the dormer should be kept well within the back roof slope, away from the ridge, eaves or valleys, whilst each window should match the proportions, size and glazing pattern of the first floor windows.

F) Front Gardens and Parking

- i) new or replacement driveways should use permeable (porous) surfacing. Surfaces of more than five square metres will need planning permission for laying traditional, impermeable driveways; and
- ii) the design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Outbuildings

A1.32 The use of an outbuilding for purposes ancillary or incidental to the enjoyment of the main house, for example as a games room, playroom or for general storage does not normally require planning permission, however it does require planning permission if within the curtilage of a Listed Building. An outbuilding which is considered to be 'incidental' does not require the provision of facilities such as a bathroom, bedroom or kitchen. These facilities are considered to be primary living accommodation located within the main house.

A1.33 The Council will aim to safeguard the character and appearance of an area and the amenity of local residents from inappropriate development, such as 'beds in sheds'. The Council will strongly resist proposals for detached outbuildings which are considered to:

- i) be capable of independent occupation from the main dwelling and which effectively constitute a separate dwelling in a position where such a dwelling would not be accepted; or
- ii) result in an over dominant and visually obtrusive form of development and as a result have an adverse effect on the character and appearance of the dwelling and the wider locality.

A1.34 As a general guide, an outbuilding should be no greater than 30 square metres and should not significantly reduce private amenity space or the landscape and ecological value of the garden. Outbuildings should respect neighbouring properties and should not result in the excessive loss of residential amenity, privacy, outlook and overshadowing/sunlight.

Policy DMHD 2: Outbuildings

The Council will require residential outbuildings to meet the following criteria:

- i) the building must be constructed to a high standard of design without compromising the amenity of neighbouring occupiers;**
- ii) the developed footprint of the proposed building must be proportionate to the footprint of the dwelling house and to the residential curtilage in which it stands and have regard to existing trees;**
- iii) the use shall be for a purpose incidental to the enjoyment of the dwelling house and not capable for use as independent residential accommodation; and**
- iv) primary living accommodation such as a bedroom, bathroom, or kitchen will not be permitted.**

Basement Development

A1.35 Although subterranean developments can help to make efficient use of the Borough's land it is important that this is done in a way that does not cause harm to the amenity of neighbours, affect the stability of buildings, cause drainage or flooding problems, or damage the historic or architectural character of the street scene or adversely affect the natural environment. Applicants will be required to fund the independent assessment of structural reports provided in support of proposals for basement development.

A1.36 The Council will not allow habitable rooms and other sensitive uses for self contained basement flats and other underground structures in areas at risk of flooding (Zones 2 and 3). Areas at risk from flooding can be found in the Hillingdon's Flood Risk Management Strategy and the Council's Surface Water Management Plan.

A1.37 The Council will require the submission of a flood risk assessment with applications for subterranean development in areas identified as being at risk of flooding or in an area where watercourses are present, in line with the criteria set out in Technical Guidance to the NPPF. Consideration should be given to the addition of a positive pumped device to ensure basements are protected from sewer flooding.

A1.38 For subterranean developments the Council will also require assessments, including a site investigation, to determine the flood risk and demonstrate the level of groundwater within the site over a period of time. Geotechnical and hydrological investigations and modelling will also be required from applicants to ensure that an understanding of the environmental implications are taken into account during the design phase, which can then demonstrate that basement developments do not harm the built and natural environment or local amenity. As a result there may be a requirement for structural engineering information to demonstrate that the proposal can be designed to provide suitable mitigation for any potential wider impacts of subterranean schemes and the impacts of cumulative subterranean development proposals.

A1.39 Proposals for subterranean development which would extend the full length or the full width of a property will not be supported. This is because excavation would create disturbance to the house and problems for neighbouring properties. Sufficient margins should be left between the site boundaries and any subterranean development to allow for on-site drainage mitigation and prevent surface water run-off. Developments will be required to provide a proportion of soft landscaping and planting above a basement structure where it extends beyond the building footprint. The loss of

landscaping can contribute significantly to the reduction of attenuation areas which increases the risk of flooding.

A1.40 Basement lightwells will not be acceptable at the front or side of a property, as they would introduce unacceptable changes in appearance to the front elevation and restrict access and planting opportunities.

A1.41 Proposed landscaping and planting above basement constructions should provide a variety of grassed area, shrubs and trees. A suitable soil depth to support the landscaping will be required, typically 450mm for shrubs.

A1.42 Consideration should also be given to the existence of trees on or adjacent to the site, including street trees, and the root protection zones needed by these trees. Where there are trees on or adjacent to the site, the Council will require an arboricultural report to be submitted as part of a planning application. Developments which result in the loss of on-site trees will be required to re-provide any trees lost as a result of development.

A1.43 The introduction of basements will not be considered acceptable in Listed Buildings and they may not be appropriate in Conservation Area locations, where their introduction would be inappropriate for the original style of the building.

Policy DMHD 3: Basement Development

A) When determining proposals for basement and other underground development, the Council require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Developers will be required to demonstrate by methodologies appropriate to the site that their proposals:

- i) avoid adversely affecting drainage and run-off or causing other damage to the water environment;**
- ii) avoid cumulative impacts upon structural stability or the water environment in the local area;**

B) Schemes should ensure that they:

- i) do not harm the amenity of neighbours;**
- ii) do not lead to the loss of trees of townscape or amenity value;**
- iii) do provide satisfactory landscaping, including adequate soil depth;**
- iv) do not harm the appearance or setting of the property or the established character of the surrounding area, for example through the introduction of front lightwells; and**
- v) do protect important archaeological remains.**

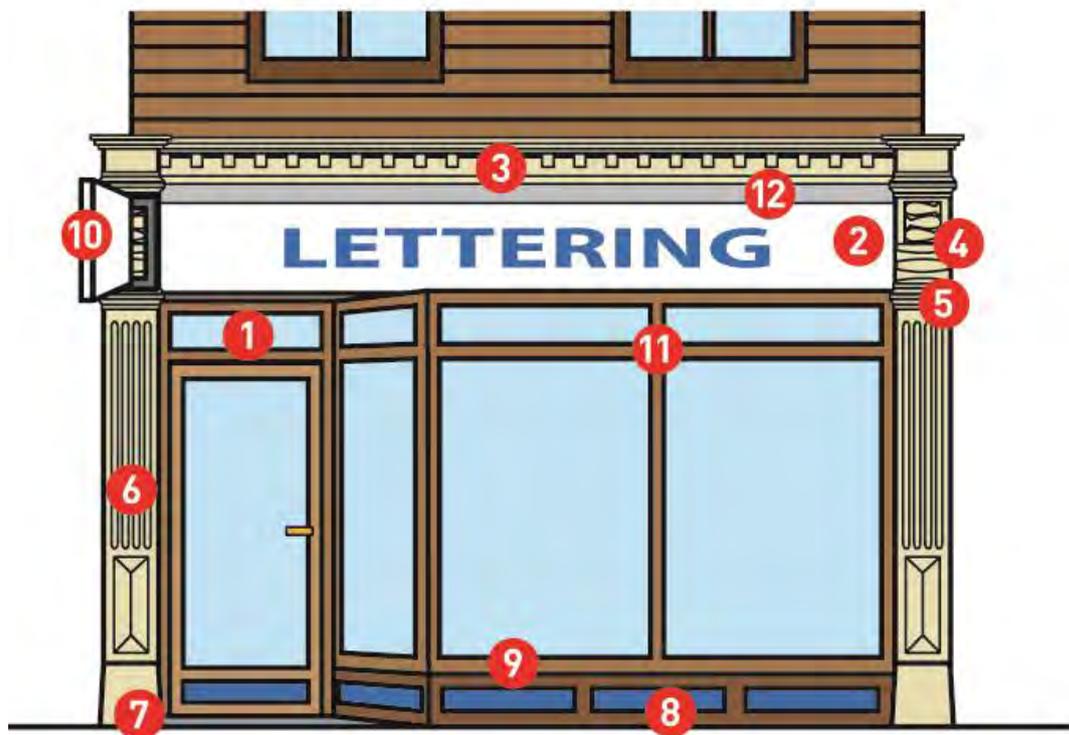
C) The Council will not permit basement schemes which include habitable rooms and other sensitive uses in areas prone to flooding.

D) The Council will not permit basement schemes in Listed Buildings and will not permit them in Conservation Area locations where their introduction would harm the special architectural or historic character of the area.

APPENDIX B: DESIGN GUIDANCE FOR SHOPFRONTS

Design Guidance for Shopfronts

B1.1 The Council is committed to raising the design quality of shopfronts and signage and will encourage applicants to adopt good design that can set an example for others and trigger improvements in the appearance of other shopfronts in the locality.



1	fanlight	7	plinth
2	fascia and lettering	8	panelled stall riser
3	cornice	9	window sill
4	corbel or bracket	10	projecting sign
5	capital	11	transoms and mullions
6	pilaster	12	blindbox

B1.2 The following key principles will apply in the assessment of planning applications relating to shopfronts. To respect its context a shopfront should:

- be proportionate and relate well to the building façade, the fabric and the features of the building above in terms of architectural detailing, materials, finishes, colours and the size and extent of advertising material;

- relate well to adjacent shopfronts to achieve visual coherence and consistency; and
- include signage and lighting that relates well to the shopfront and is appropriate in terms of the established streetscape.

B1.3 The Council will encourage the retention of traditional shopfront features and where appropriate, the reinstatement of these features where they have been lost. Traditional features include:

- Stall risers, pilasters and corbels; fascias with moulded cornices; decorative tiling and glazing; doors with fanlights above, and recessed entrances;
- Subdivided shop windows incorporating mullions and transoms instead of one sheet of glass;
- Shopfronts framed with materials such as painted hardwood, or good quality metal, such as bronze; and
- Recessed blind boxes and retractable fabric blinds.

B1.4 The Council will encourage the use of traditional design features, where appropriate, in modern shopfronts and in sensitive locations such as Conservation Areas.

B1.5 Shopfronts should reflect the context of the existing street, including the vertical and horizontal emphasis of existing buildings. Applications for new shopfronts will be expected to reflect the established height and depth of the adjacent fascias and the width of existing units, which can create a distinct visual rhythm within the local streetscape.

B1.6 Alterations relating to heritage assets, including Listed Buildings and in Conservation Areas should sustain and enhance their significance, and should take account of Policy DMHB 2: Listed Buildings.

B1.7 The Council does not consider existing shopfronts of poor or unsatisfactory design to be a precedent or a reference in assessing site context and the wider character of an area. The assessment of these matters will take account of:

- the age, architectural style and fabric of the building that accommodates the shopfront;
- the overall character and architectural quality of the street and the wider area; and

- the specific location of the site in terms of the shopping hierarchy defined by the Council.

B1.8 The choice of materials, finishes and colours for a shopfront should be primarily guided by the host building and should reflect those of the surrounding shops and the buildings above.



Advertisements

B1.9 'Advertisement' is defined as the fascia, lettering and any signage within the 'signable area' and above this on the upper floors of buildings. It includes posters and advertising materials affixed to windows.

B1.10 Signage should be simple and direct; a cluttered appearance and repetition should be avoided both externally and internally. The Council will encourage new signage that is appropriate to its context, in terms of size, materials, colour and finish; and also detailed design, such as font. Where original signage is of architectural or heritage value, the Council will seek its retention.

B1.11 In works effecting heritage assets, including Listed Buildings and in Conservation Areas, applicants may be expected to adapt their corporate signage to sustain and/or enhance the character of the building.

B1.12 Hanging signs should be at fascia level unless the frontage and building design precludes this. High level signage is unlikely to be acceptable in sensitive areas. New hanging banners or signs will only be allowed if they are deemed necessary to the advertisement of the shop and are sympathetic to the character of the building and the wider area.

B1.13 The issue of 'active frontages' is considered material when assessing planning applications. For this reason, the Council will seek to ensure that a suitable proportion of the window area is left free from obstructions, such as advertisements, to maximise visual permeability.

Illumination

B1.14 Indirect illumination is considered more suitable, especially in more sensitive contexts.

Security Devices

B1.15 The Council recognises the need for premises to be adequately secured and protected from theft and vandalism through appropriate security devices. However, it is concerned that the character of the area can be adversely affected by the application of inappropriate physical security measures.

B1.16 Solid roller shutters (including punched, perforated or microperforated shutters) should be avoided unless there are exceptional circumstances. When allowed, the design of the solid shutter should be appropriate to the area and to the shop.

B1.17 When security shutters are necessary and positioned externally, grille boxes (houses) should be located within the fascia plane of the shop front and be as small as possible in terms of their vertical depth and amount of projection. When closed, the shutter should cover the vulnerable window areas and not extend over pilasters, stall risers and other surfaces of the shopfront. Colours and materials should be chosen sensitively, to be in character with the shop front and the building.

B1.18 Roller shutters are not considered to be acceptable in Conservation Areas or on historic buildings.

Awnings

B1.19 Awnings should be of retractable design, appropriate to the scale of the frontage and in sensitive locations, be housed in a recessed blind box. Advertisements on awnings should be carefully designed to enhance the shopfront.

Shopfront Definitions

Awnings

Awnings, canopies and blinds were traditionally of canvas and stored in blind boxes above the fascia when not in use. They offer shelter to pedestrians, their colours can enhance the appearance of the streetscene and they provide an opportunity for displaying the company's name.

Capitals or Consoles

These were the projecting, decorative flourishes at the tops of the pilasters, designed to frame the fascia and give added prominence to it. They were introduced during the 19th century to make the shop front more attractive, but they have the added advantage of being able to mask the differences in height between neighbouring shopfronts.

Corbels or Brackets

Located at the end of the fascia, they are found above the capitals and also serve to divide one shop from another.

Cornice

This is the decorative finish to the top of the fascia. Traditionally it was moulded, and prominent, so that it provided a clear distinction between the shopfront and the rest of the building.

Entrances

Traditional shop fronts have timber doors, usually panelled, with fanlights above them. They were often recessed, in the middle or to one side, to provide protection for the shopper and a greater opportunity for window display. The entrance floor was often finished in decorative mosaic tiles.

Fascia

The fascia is the section at the top of the window, on which the name of the shop is displayed. It was traditionally made of timber, with the name painted on it. It had the cornice and blind box above it, the capitals or consoles at either end or this provided an attractive frame for the name of the shop, giving it extra prominence. The fascia was part of the window frame, and not added later.

Mullions

Mullions are vertical glazing bars, which divide the shop window into sections. Traditionally used at a time when large sheets of glass were not available,

they were slender and moulded and enhanced the appearance of the shop front. Today reinforced mullions can strengthen the glazed area and limit the amount of glazing which needs to be replaced following breakage.

Pilasters

Pilasters are the vertical elements which separate neighbouring shopfronts, making each one architecturally distinct. They were traditionally of painted timber, and moulded to provide an attractive decorative frame either side of the shop window.

'Signable' area

For the purpose of this guidance, the 'signable area' normally comprises the shop front frame. In some cases this includes pilasters and columns, which can form a useful junction between one style of shop front and another.

Stallriser

Traditionally, stallrisers of panelled timber and, later, of brick or glazed tile, were built under shop windows to raise the level of the window display within the shop. However, lifting the window above pavement level also serves to protect it from damage and grime and, a more recent threat, ram-raiding.

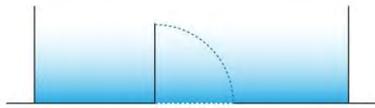
Transoms

Transoms are horizontal glazing bars, which run across the top of a shop window. Traditionally they allowed high-level opening windows for ventilation and they were often decorative. They improve the proportions of the shop window, and, nowadays, have the advantage of being able to conceal a suspended ceiling.

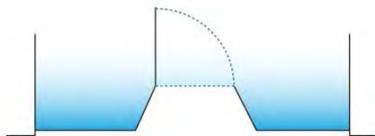
Window sills

Window sills are created at the foot of the windows when these are recessed from the building line. They are usually made of stone or wood.

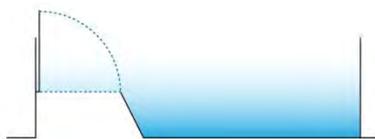
Types of Shopwindows



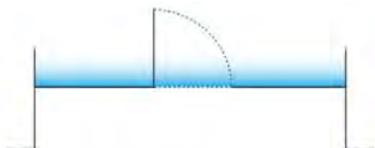
Flat front
general application



Central recessed entrance
traditional shopfront



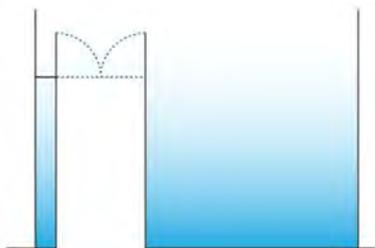
Side recessed entrance
traditional shopfront



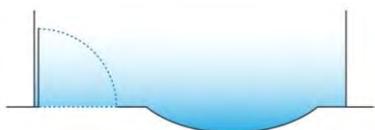
Flat front
modern building suitable where
outdoor display required



Open front shop
increasingly rare - when allowed, requires
lattice shutters or folding sliding glazed
panels (not solid roller shutters)



Deeply recessed entrance
modern building, favoured by
jewellers, shoe shops



Bow window
appropriate only in genuine eighteenth
century building

APPENDIX C: PARKING STANDARDS

Table 1: Parking Standards

The parking standards apply to new buildings, extensions and changes of use for service vehicles, car, motorcycle and bicycle parking.

(a) Specific requirements

No	Use	Requirements
1.	Parking bay sizes	(a) The minimum dimensions of a standard car parking bay are 2400mm x 4800mm for spaces and for a wheelchair accessible car parking bay 2400mm x 4800mm plus shared 1200mm transfer zone as detailed in the Council’s Accessibility SPD.
		(b) The minimum dimensions of a motorcycle/moped/scooter parking bay are 1400mm x 2500mm.
		(c) The minimum dimensions for a bicycle space are 600mm x 1800mm.
2.	Multiple users of parking facilities	(a) Where a scheme consists of more than one land use, the parking requirement will be calculated separately for each use. However, where mixed uses generate demands at different times of day, consideration will be given to parking provision based on the maximum amount of parking space required at any one time.
		(b) Applicants may consider the multiple use of parking facilities (for use by different sections of the community, for different uses and either at the same or at different times). It should be noted that multiple use of parking facilities may require planning permission.
3.	Uses likely to generate coach traffic	(a) Uses likely to generate coach traffic (e.g. hotels, public halls, educational establishments, swimming and sports facilities, theatres etc) should provide adequate off-street facilities for coaches, including pick-up and set-down points, manoeuvring space and sufficient parking bay(s).
		(b) Development layouts should allow for coaches to enter and leave the site in a forward gear.

No	Use	Requirements
4.	Transport appraisal, assessment or statement and Travel Plan	Where required in the parking standards or as ascertained by the Council, a transport assessment, statement or appraisal and/ or travel plan may be required to ascertain the impact of the development.
5.	Servicing and loading Arrangements	<p>(a) Sufficient space for the standing and manoeuvring of all goods and service vehicles likely to serve the development at any one time is essential.</p> <p>(b) The following minimum dimensions should be accommodated for service vehicles:</p> <ul style="list-style-type: none"> • For smaller stores, town centre uses, hotels and residential institutions: 2.5m x 12m; and • For supermarkets and warehouses: 2.5m x 18m. <p>(c) Development layouts should allow all vehicles to load/unload and enter and leave the site in a forward gear.</p>
6.	Car park Design	<p>(a) Car parking areas must be designed from the onset in accordance with the principles of secured by design (where necessary access controlled), sustainable drainage (SuDS) and inclusive access.</p> <p>(b) Surface car parks should be adequately screened and landscaped and, where possible, laid out in small groups of parking spaces for amenity and to mitigate heat island effects and surface water runoff.</p> <p>(c) Car parking areas must be designed to allow vehicles to exit and enter in a forward gear.</p>
7.	Parking provision for dwelling houses	<p>(a) Car parking spaces for dwelling houses should:</p> <ul style="list-style-type: none"> • be designed in accordance with sustainable drainage principles; • minimise areas of hard standing; • ensure gates do not swing outwards and that the positioning of the car park does not cause the parked vehicle to overhang the pavement; • leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair

No	Use	Requirements
		<p>user in accordance with the Council's Accessible Hillingdon SPD May 2013; and</p> <ul style="list-style-type: none"> • Make provision for electric vehicle charging points. <p>(b) For dwelling houses with vehicular access onto a classified highway, vehicles must be able to enter and exit the site in a forward gear.</p>
8.	Garages	<p>(a) Garages should be an internal width minimum of 3000 mm x 6000 mm. The design of the garage should relate to the design of the building around it, should be subordinate in size and appearance to the main dwelling, and preserve and enhance the local character.</p> <p>(b) Flat roofs and double width doors and long unrelieved walls should be avoided especially if they front towards a street.</p> <p>(c) The design of the garage and driveway must ensure that an occupying vehicle does not need to overhang the carriageway or footway (footpath) while waiting for the garage door to be opened.</p>
9.	Inclusive Access	<p>(a) For commercial developments, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, together with one accessible on or off street parking bay designated for blue badge holders, even if no general parking is provided.</p> <p>(b) For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013. For dwelling houses, proposals must leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair user in accordance with the Council's Accessible Hillingdon SPD May 2013.</p>
10.	Parking for electric vehicles	<p>Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets. This will be reviewed in future.</p>
11.	Crossovers, footpaths and road layouts	<p>(a) Vehicle crossovers must be constructed to Council standards and meet engineering requirements. As a guide, the width of a standard (domestic) crossing is 2.5m at the back of the public footway increasing to 4.6m at the kerbside. Crossovers which cover the full</p>

No	Use	Requirements
		<p>frontage may not be permitted.</p> <p>(b) For road layouts, swept path analysis must include 300mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.</p>
12.	Bicycle parking	<p>(a) Parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include changing and other facilities for cyclists.</p> <p>(b) As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage. Further design guidance is available in Transport for London's London Cycling Design Standards.</p>
13.	Motorcycle, moped and scooter parking	<p>(a) In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, moped and scooters) must also be provided at the rate of 5% of car parking spaces.</p> <p>(b) Motorised two wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security. Large developments will be expected to include changing and other facilities for motorcyclists, moped and scooter users. Guidance on parking design is available in the Institute for Highway Engineers Guidelines for Motorcycling.</p>

(b) Parking requirements

CAR AND OTHER VEHICLE PARKING				BICYCLE PARKING
MAXIMUM REQUIREMENT				MAXIMUM REQUIREMENT
				(1 space per sqm of gross floorspace unless otherwise stated)
A1 FOOD				
Parking space per sqm of gross floorspace:				(a) A1 (shops)
	PTAL 6-5	PTAL 4-2	PTAL1	Out of centre – 1 per 350 sqm
Up to 550sqm	75	50 - 35	30	In Centre - 1 per 125 sqm
Up to 2500sqm	45 - 30	30 - 20	18	(b) A3 Café & restaurant
Over 2500sqm	38 - 25	25 – 18	15	1 per 20 staff + 1 per 20 customers.
With at least 1 space required for those food uses with a delivery service.				(c) A4 Pub/wine bars
				1 per 100 sqm
				(d) Takeaways
				1 per 50 sqm
A1 NON FOOD				
Parking space per sqm of gross floorspace:				(a) A1 (shops)
	PTAL 6-5	PTAL 4 -2	PTAL1	Out of centre – 1 per 500 sqm
	60 - 40	50 – 30	30	In Centre - 1 per 300
				(b) A2 financial services –
				1 per 125

TOWN CENTRE , SHOPPING MALL, DEPARTMENT STORE			
1 space per sqm of gross floorspace:			A1 (shops)
PTAL 6-5	PTAL 4 -2	PTAL1	Out of centre – 1 per 500 sqm
75 – 50	50 – 35	30	In Centre - 1 per 300 sqm
GARDEN CENTRE			
1 space per sqm of gross floorspace:			A1 (shops)
PTAL 6-5	PTAL 4 -2	PTAL1	Out of centre – 1 per 500 sqm
65 - 45	45 – 30	25	In Centre - 1 per 300 sqm
MINI CAB OFFICE			
2 spaces			Level of provision subject to appraisal of number of office based staff.
Depending on the number of cars and available parking, a transport appraisal may be required.			
B1 OFFICES			
1 space per 50 – 100 sqm of gross floorspace			1 per 250 sqm
ALL OTHER B CLASS USES			
2 spaces plus 1 space per 50 – 100 sqm of gross floorspace			(a) B1(b) (c) (business) – 1 per 250 sqm
			(b) B2 – B8 (General Industry storage and distribution) 1 per 500

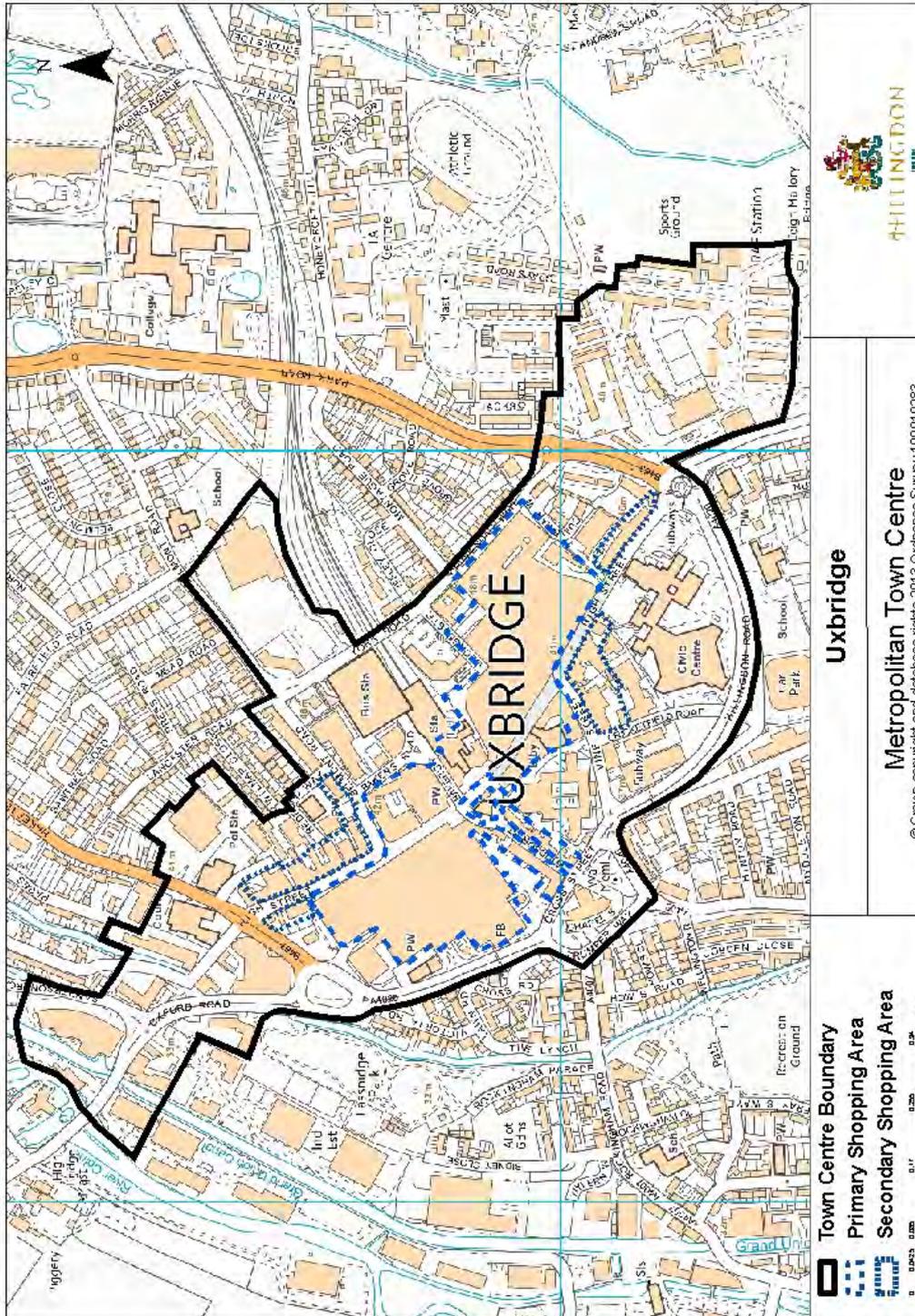
DWELLINGS WITH CURTILAGE	
2 spaces per dwelling	(a) 1 per 1 or 2 bed unit. (b) 2 per 3 or more bed unit
FLATS	
3 - 4 or more bedrooms - 2 spaces per unit 1 – 2 bedrooms - 1.5 - 1 spaces per unit Studio - 1 space per 2 units (a) Proposals must also accommodate visitor’s car parking on-site additional to the above (b) Car parks must be allocated to dwellings.	(a) 1 per studio, 1 or 2 bed unit. (b) 2 per 3 or more bed unit.
HOSTELS	
1 space per manager plus 1 space per 20 resident bed spaces. Variance to this may be permitted, subject to a transport appraisal and travel plan.	Level of provision subject to appraisal.
HOUSES IN MULTIPLE OCCUPATION	
For a HMO with up to 6 occupants: 1 space per 2 occupants. For HMOs over 6 occupants, car parking requirements will be assessed through a transport appraisal and travel plan.	1 per occupant

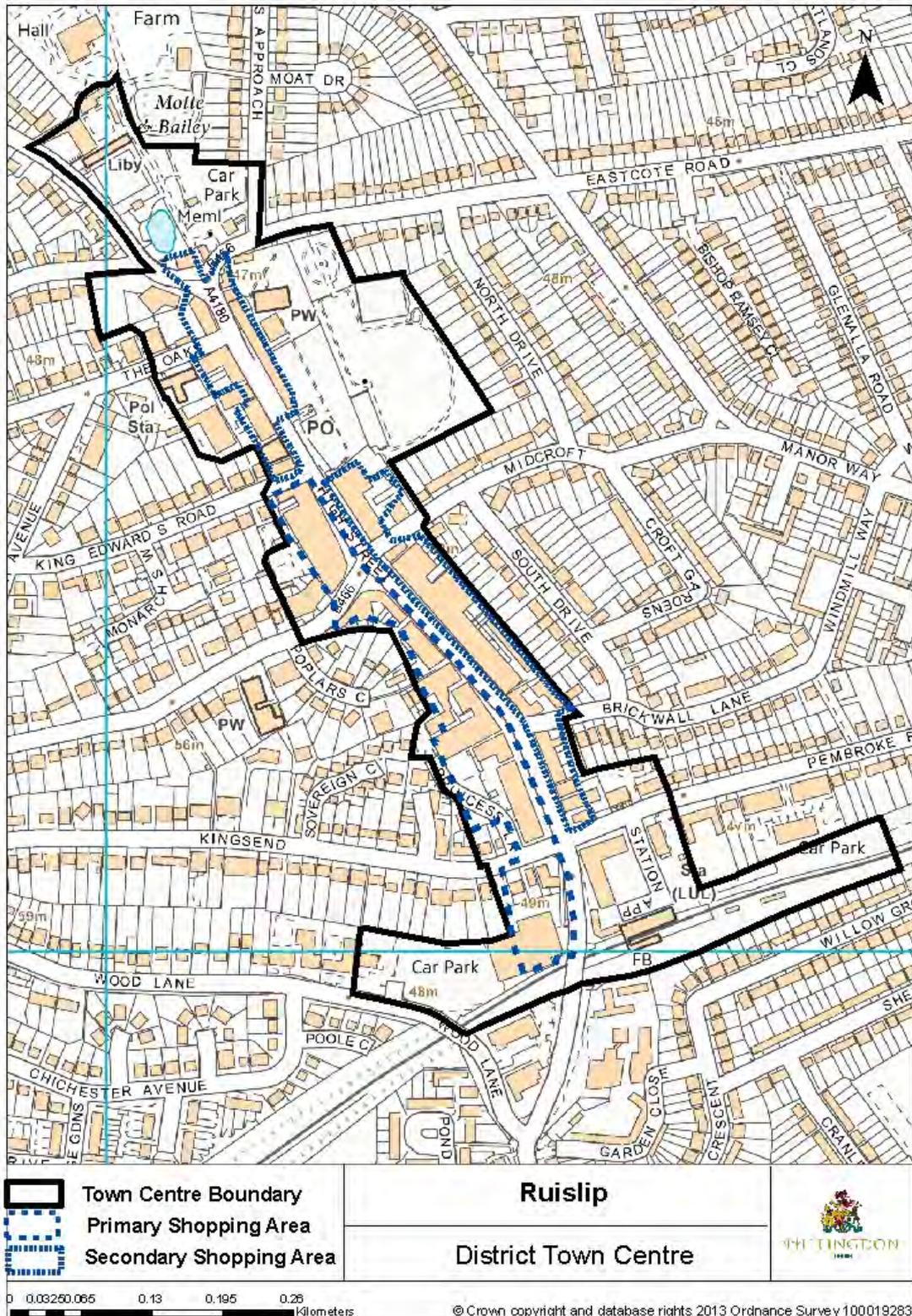
HOTELS AND GUESTHOUSES	
<p>On an individual basis and in addition to car parking requirements:</p> <p>(a) Provision for taxi pick up and set down to be provided.</p> <p>(b) One coach parking space is required per 50 rooms.</p> <p>(c) Within existing and proposed hotel developments, the use any of the hotel car parking for car rental operations or short/long stay airport or other public car parking will require planning permission.</p> <p>(d) Hotels which include function/banquet and dining rooms (which may include: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafés/ bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking) will require a transport appraisal to assess the level of car parking.</p>	<p>1 per 10 staff</p>
BOARDING SCHOOLS, RESIDENTIAL COLLEGES AND STUDENT HALLS OF RESIDENCE	
<p>On an individual basis using a transport assessment and travel plan.</p>	<p>1 space per student</p>
RESIDENTIAL INSTITUTION (INCLUDING CARE HOMES)	
<p>Either using a transport assessment and travel plan, or 1 space per four dwelling units, minimum 2 spaces, plus 1 space for warden. Where relevant provision is also to be made for emergency vehicle parking, loading and unloading.</p>	<p>(a) Care homes - 1 per 3 staff</p> <p>(b) Other uses – level of provision subject to appraisal.</p>

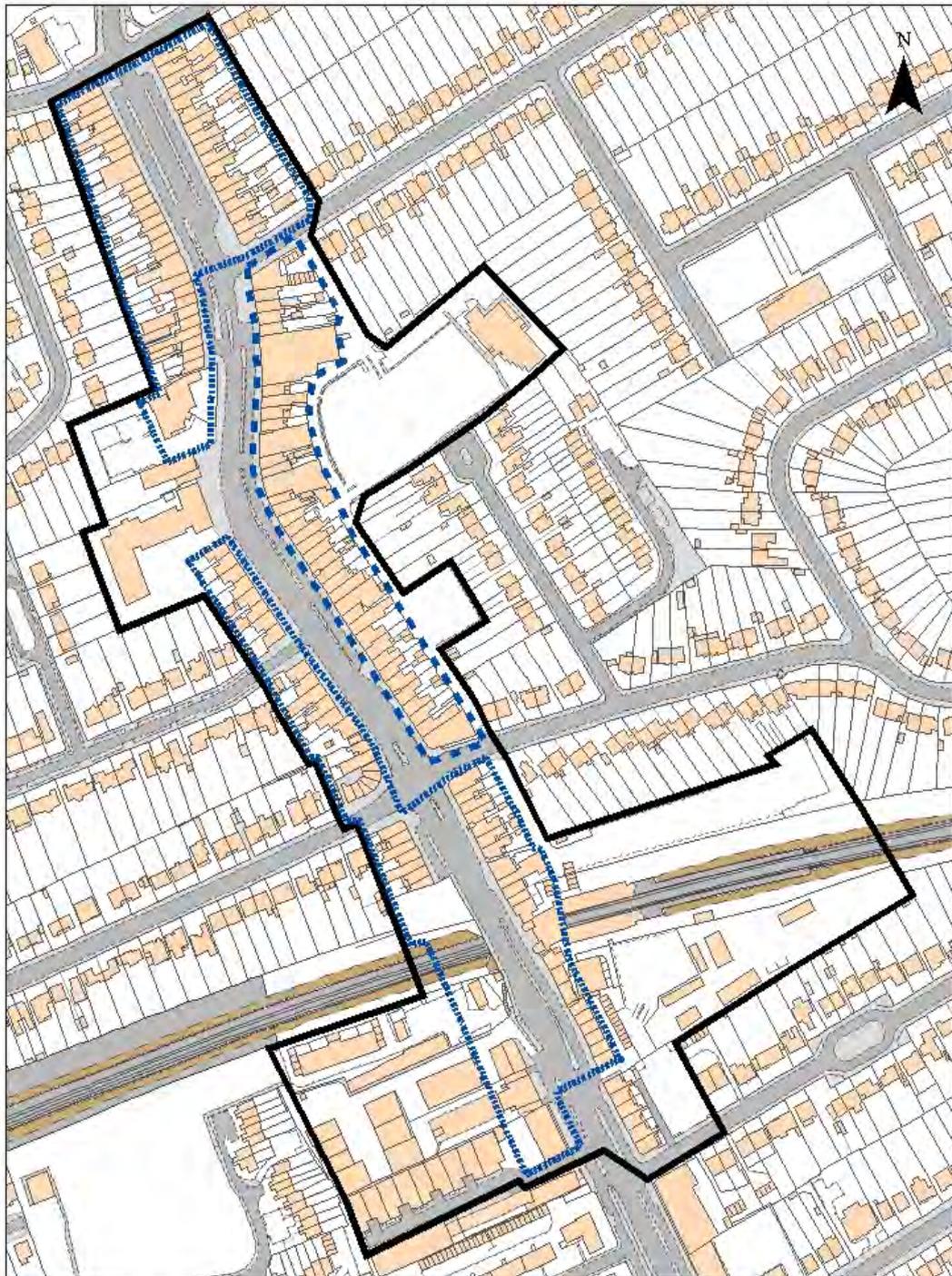
HOSPITALS	
<p>Additionally provision to be made for emergency vehicle parking, loading and unloading.</p> <p>Car parking on an individual basis using a transport assessment and a travel plan.</p>	<p>1 per 5 staff and 1 per 10 visitors</p>
DAY CARE CENTRES, PRE-SCHOOL PLAY AND NURSERIES	
<p>On an individual basis using a transport assessment and travel plan and in addition to car parking requirements, provision for pick up and drop off facility to be provided.</p>	<p>Level of provision subject to transport assessment.</p>
HIGHER AND FURTHER EDUCATION ESTABLISHMENT (VOCATIONAL & ACADEMIC) ADULT TRAINING CENTRES AND SCHOOLS	
<p>On an individual basis using a transport assessment and where applicable school travel plan/travel plan.</p> <p>Where relevant, provision should be made for coach/bus access and parking.</p>	<p>1 per 10 staff or students</p>
MEDICAL AND OTHER HEALTH PRACTICES, INCLUDING DENTAL , VETERINARY AND ALTERNATIVE MEDICINE	
<p>At least two spaces per consulting room to be provided</p>	<p>(a) Health facilities/clinics - 1 per 50 staff + 1 per 10 visitors.</p> <p>(b) All others – level subject to appraisal</p>
PLACES OF WORSHIP AND COMMUNITY CENTRES	
<p>On an individual basis using a transport assessment and travel plan, and in addition provision for taxi set down and pick up where relevant</p>	<p>(a) Libraries - 1 per 10 staff + 1 per 10 visitors</p> <p>(b) All others – level subject to appraisal</p>

THEATRES AND CINEMAS, NIGHTCLUBS, BANQUETS AND FUNCTION ROOMS	
On an individual basis using a transport assessment and travel plan, and in addition provision for taxi set down and pick up where relevant	(a) 1 per 20 staff + 1 per 50 seats (b) all others - level subject to appraisal
HEALTH CLUBS LICENSED CLUBS AND SPORTS FACILITIES WITHOUT A LICENSED CLUB HOUSE, SWIMMING POOLS	
On an individual basis using a transport assessment and travel plan, and in addition provision for taxi and bus/coach access and parking	(a) Leisure facilities - 1 per 10 staff and 1 per 20 peak period visitors (b) Others – level subject to appraisal

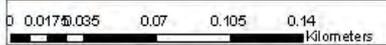
APPENDIX D: TOWN CENTRE MAPS

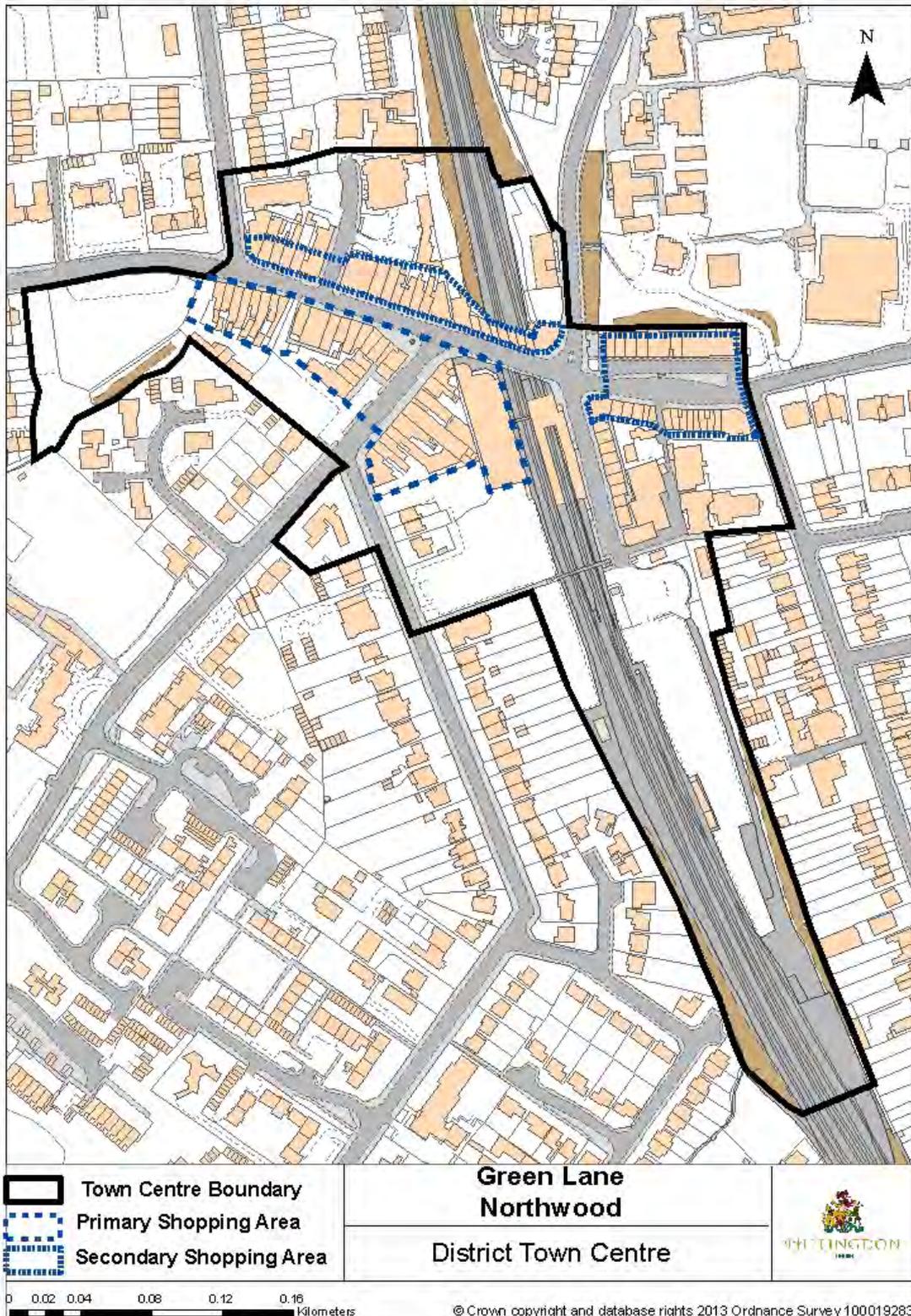


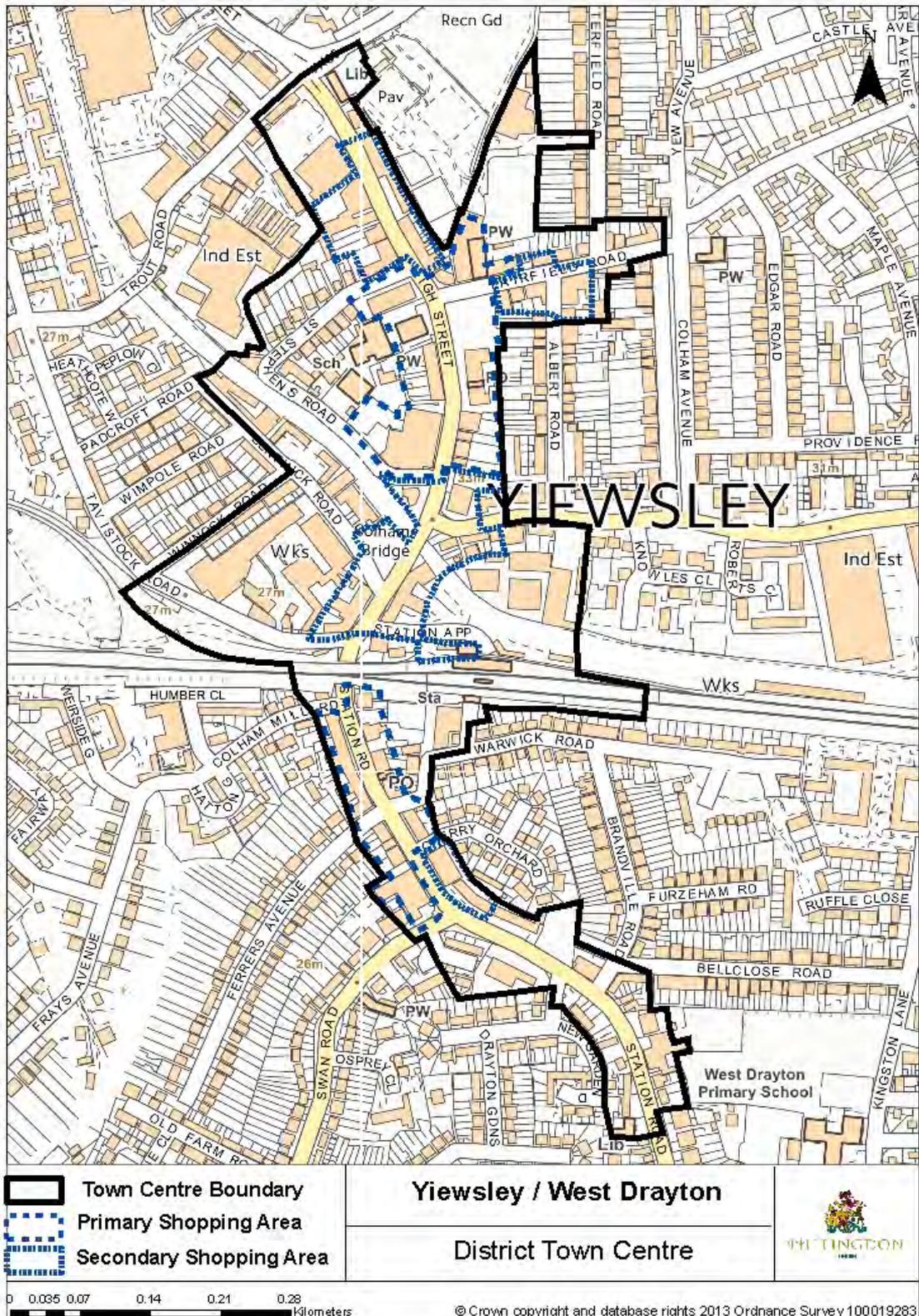


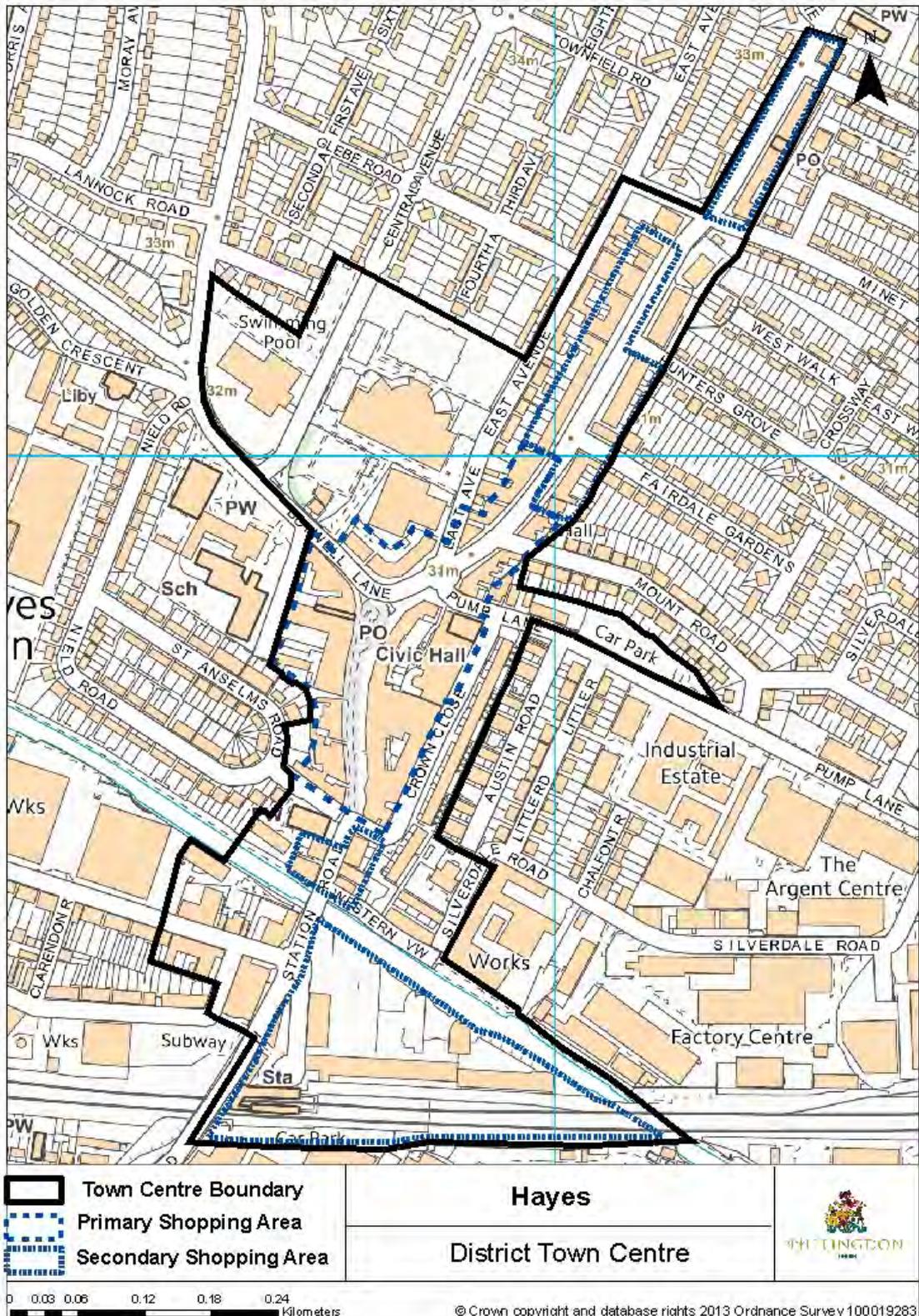


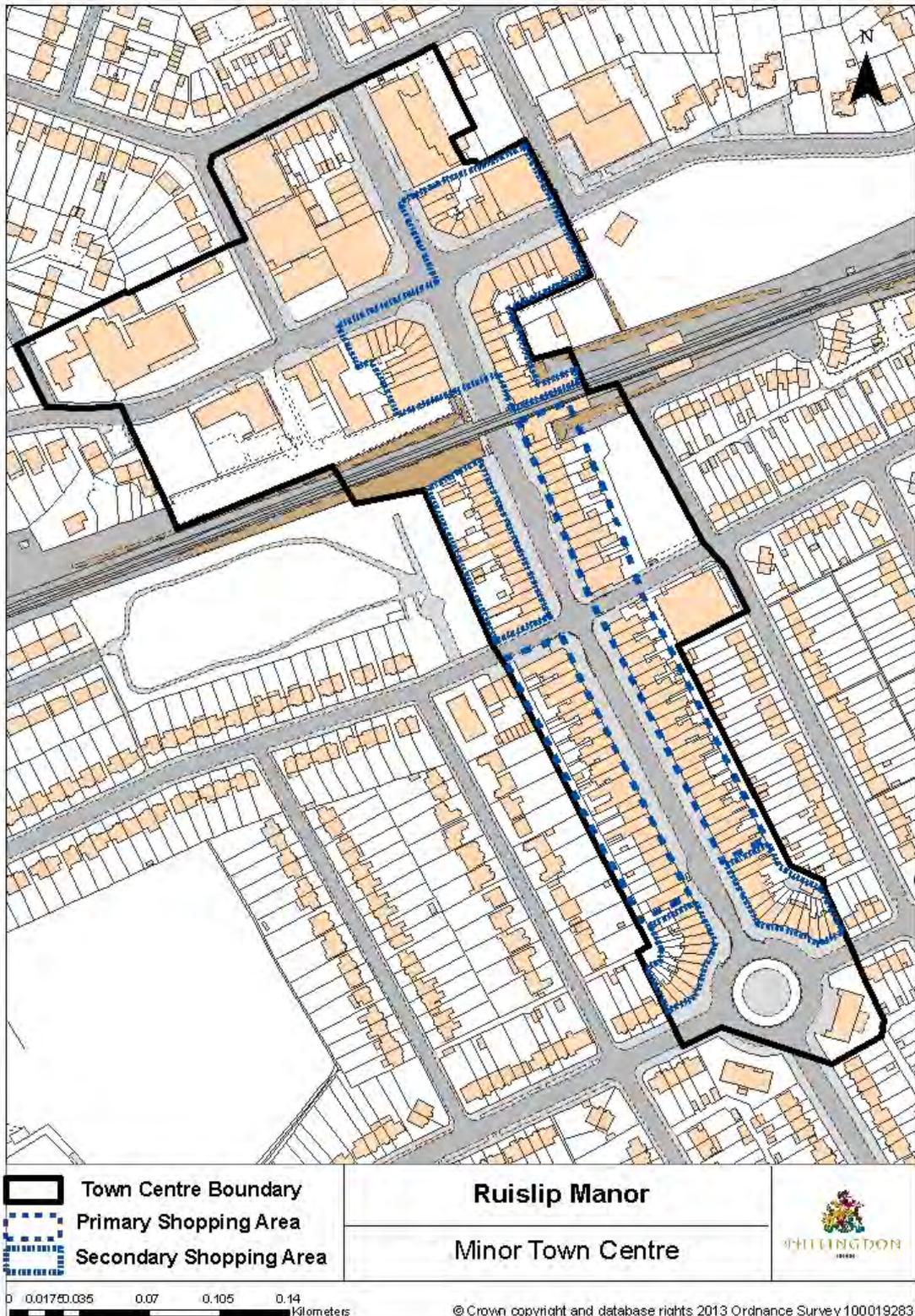
 Minor Centre Boundary	Eastcote District Town Centre	
 Primary Shopping Area		
 Secondary Shopping Area		

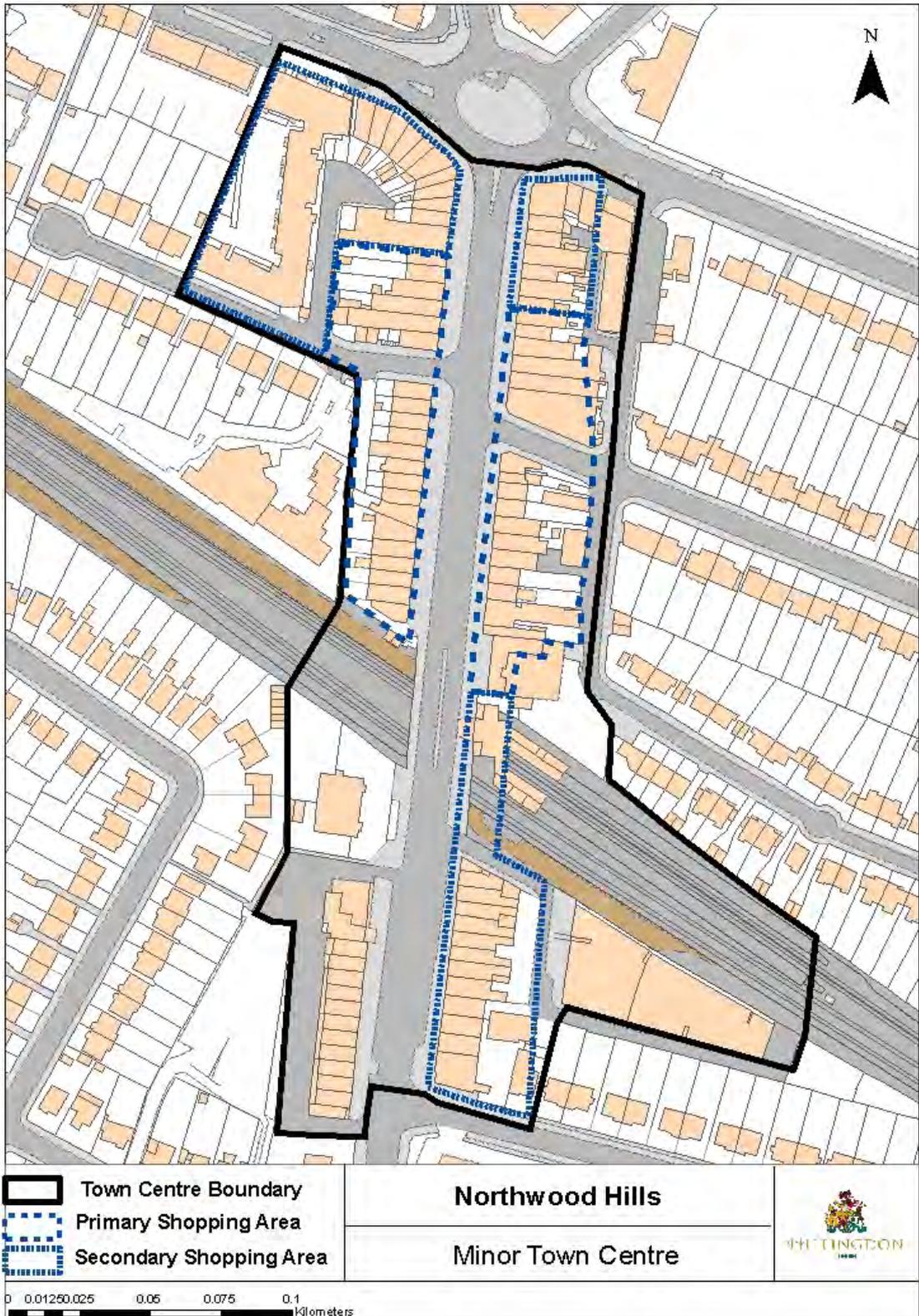


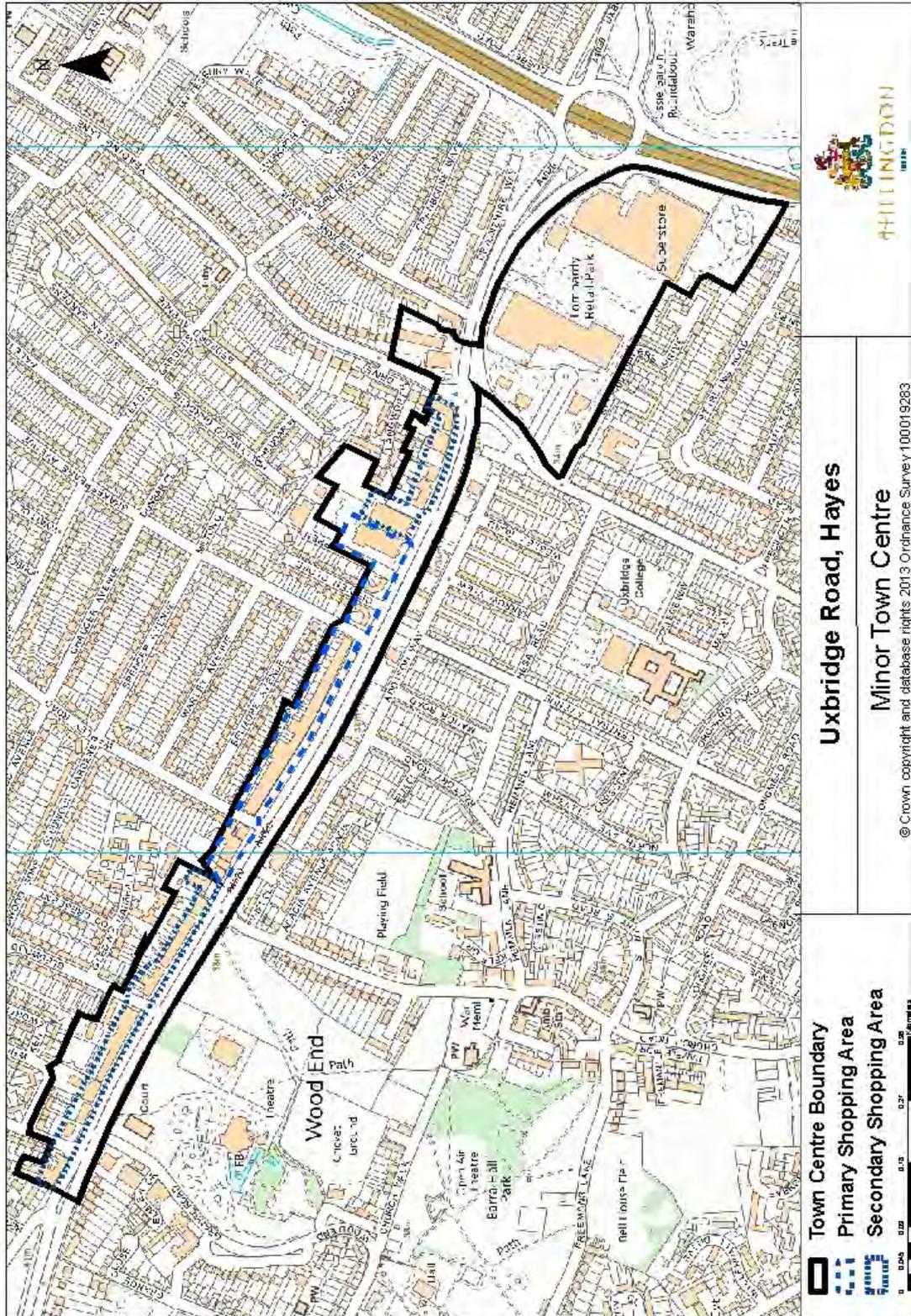


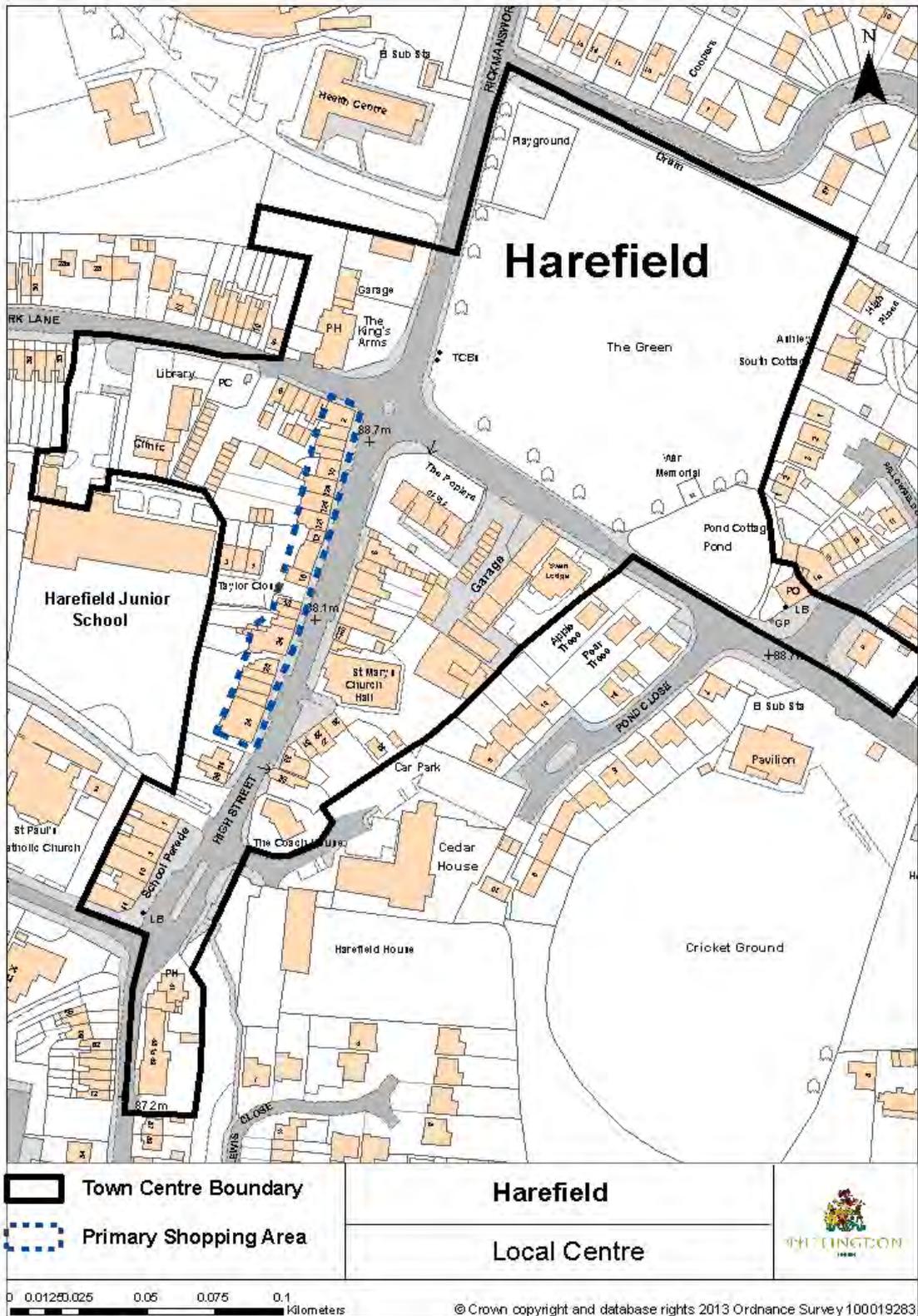


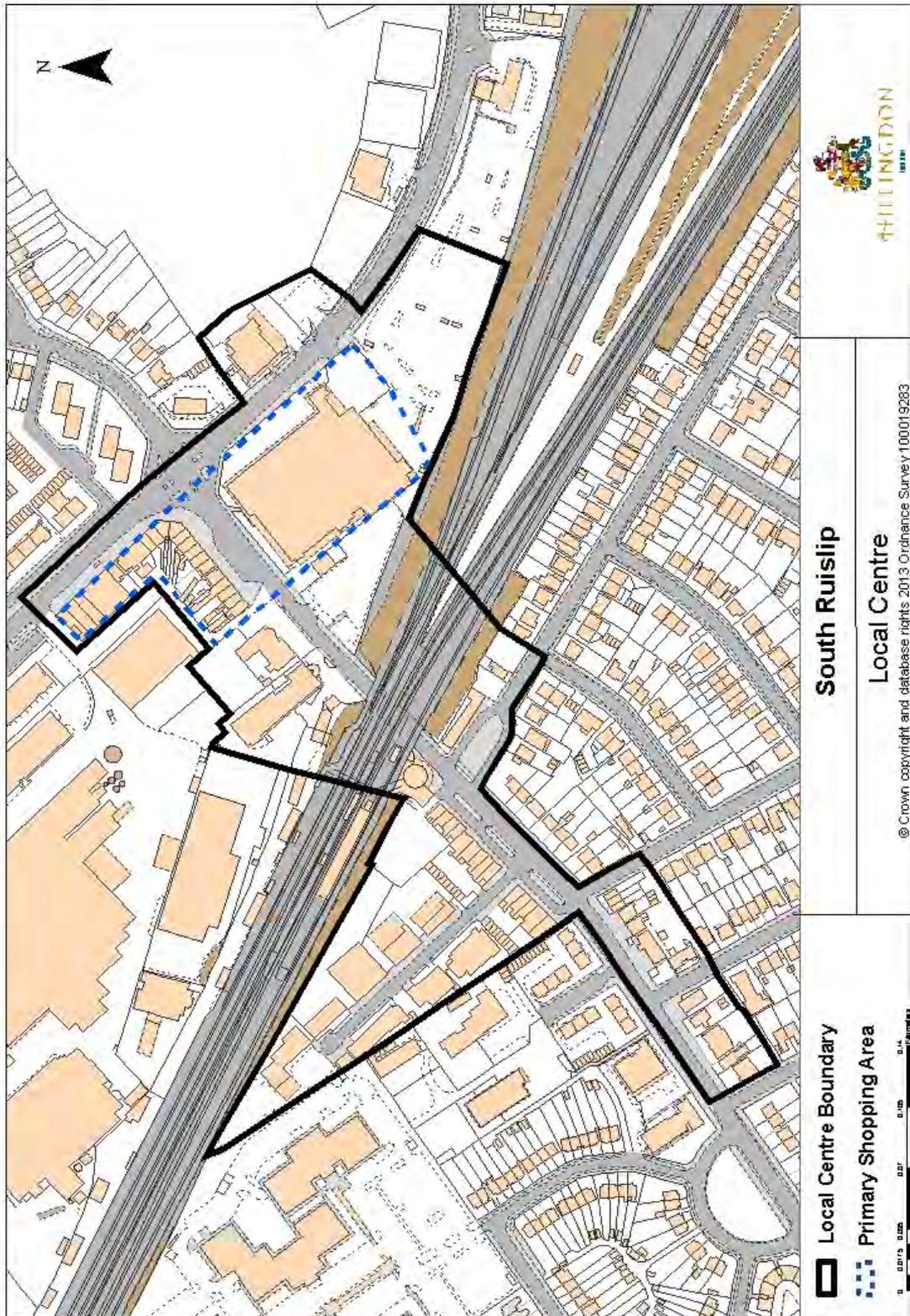


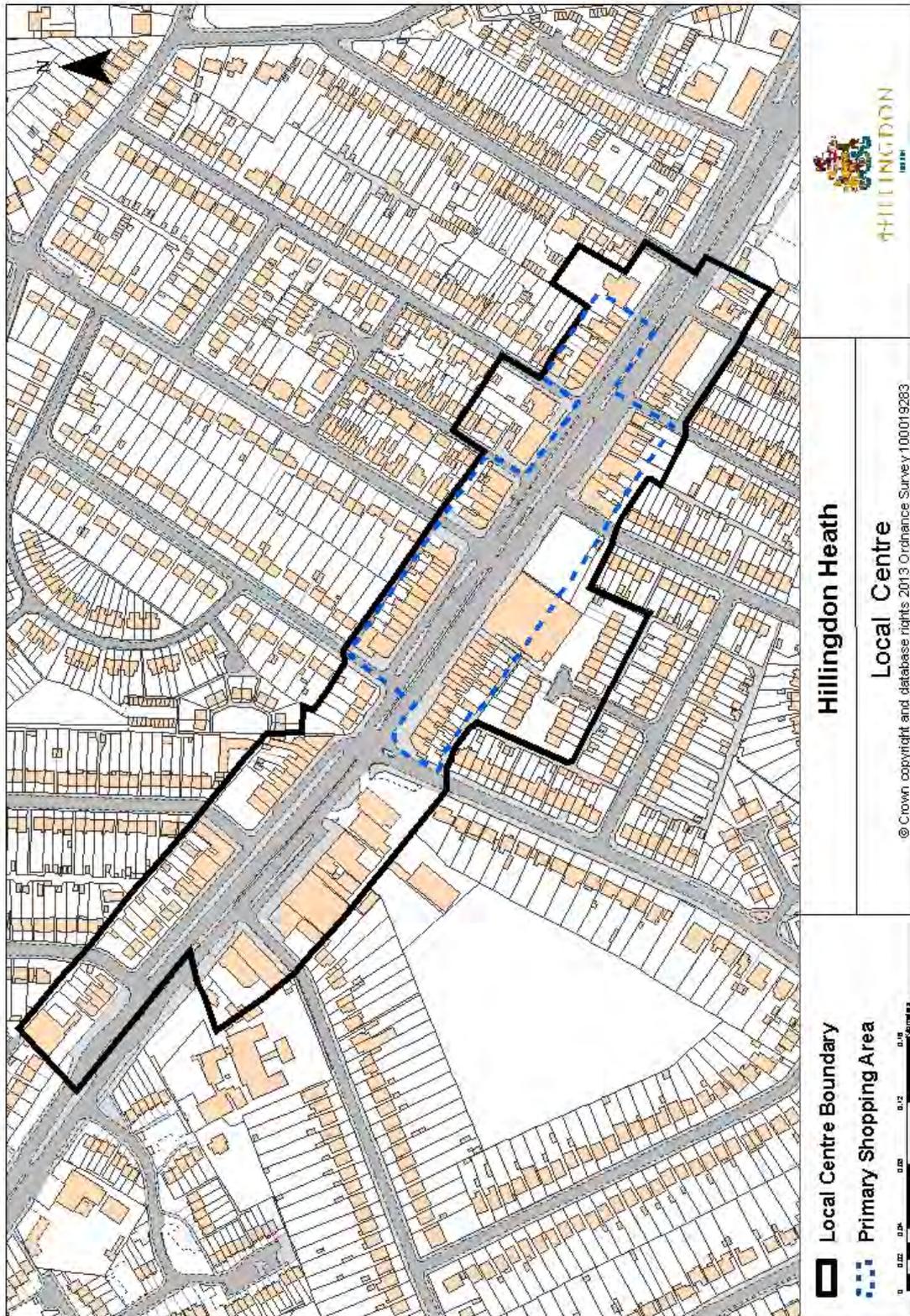


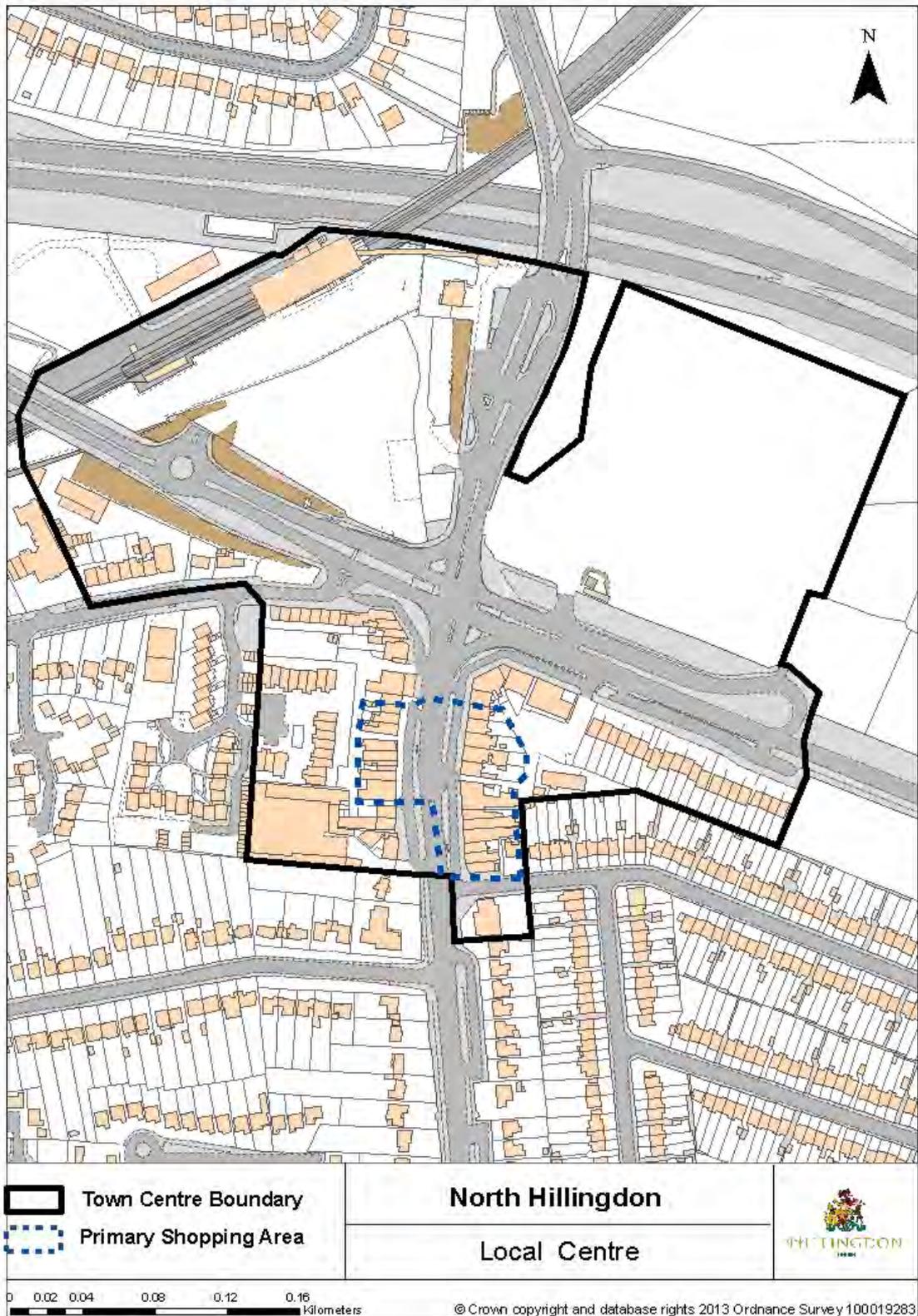


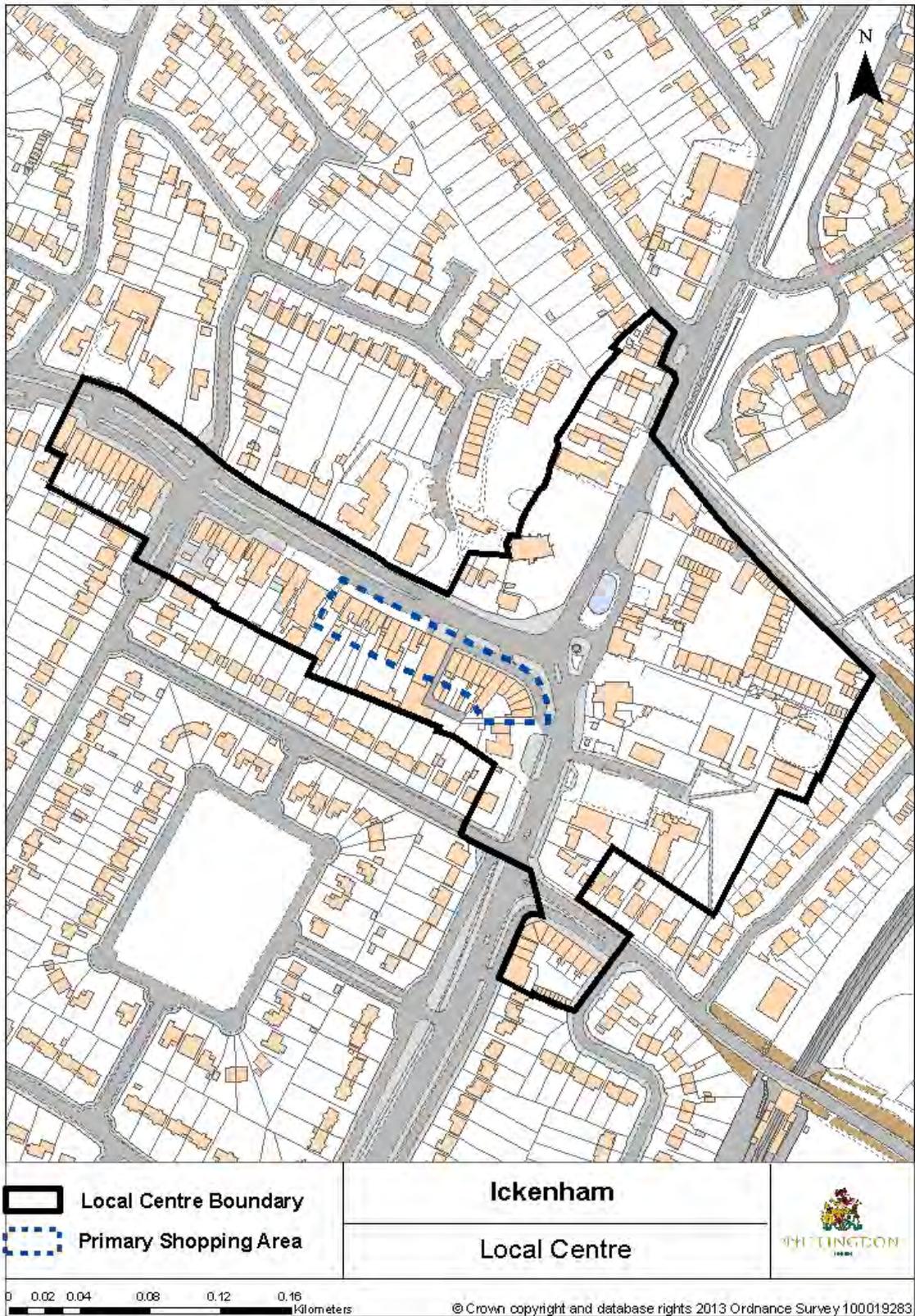




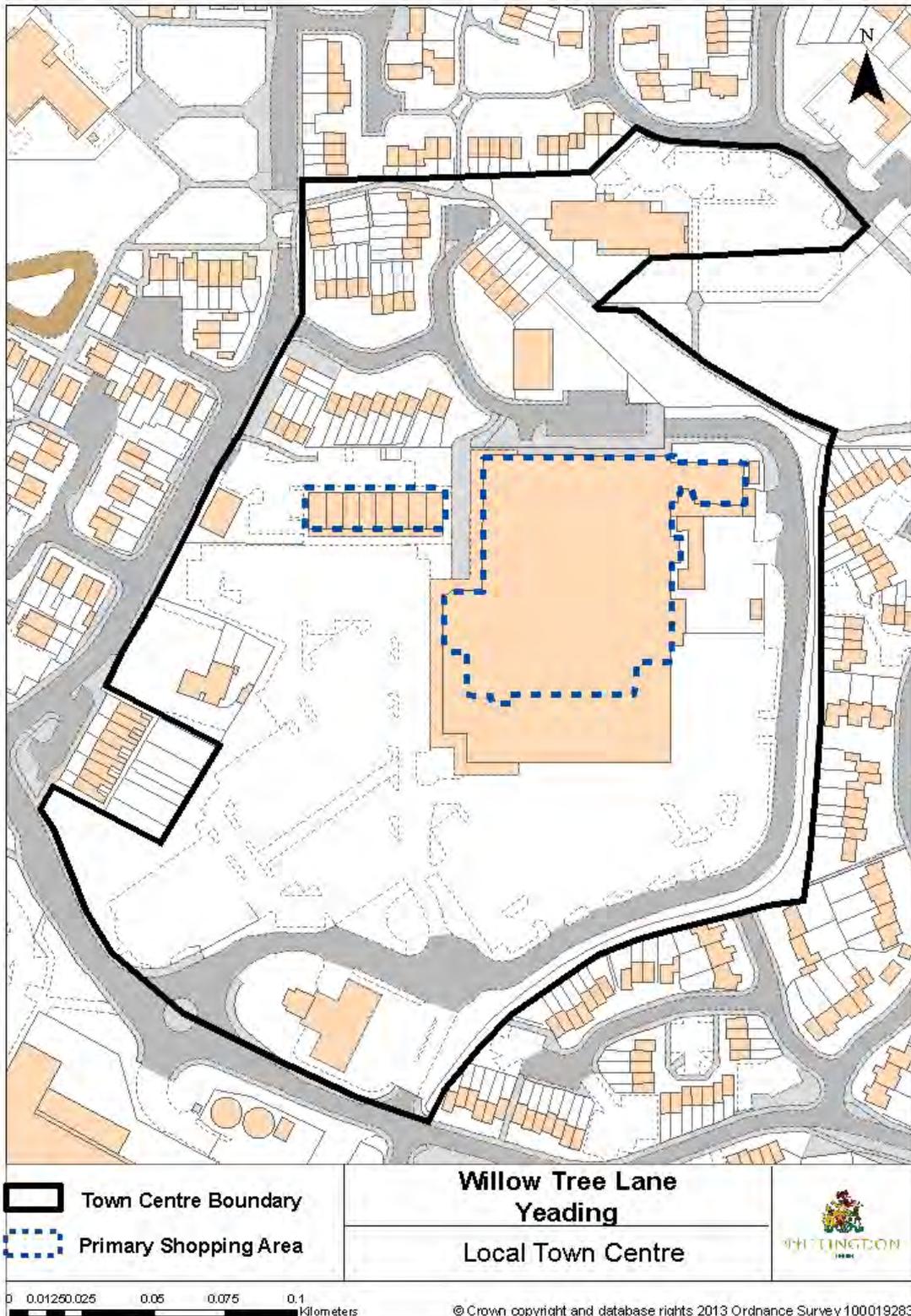












APPENDIX 4

LONDON BOROUGH OF HILLINGDON LOCAL PLAN PART 2 SITE ALLOCATIONS AND DESIGNATIONS

FOR ADOPTION

| [Post Examination minor corrections shown in tracked changes](#)

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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 is made up of the Development Management Policies, this Site Allocations and Designations document and an Atlas of Changes to the existing Policies Map. 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.
- Chapter 3 identifies sites suitable for providing new homes in the Borough. Some sites will be developed exclusively for housing;

The Hillingdon Local Plan

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.

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.

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.
- **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.
- **Green Belt Review:** The Council has undertaken a review to identify ~~of~~ small areas of land that no longer serve the purpose of including land in the Green Belt.
- **Sites of Importance for Nature Conservation (SINC) Review:** The Council has recently undertaken a review of proposed SINC sites 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.
- **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

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.

The Hillingdon Local Plan

- 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 NPPF.

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.

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 takes place in accordance with the site allocation policies set out in this document and 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

Growth in Hillingdon

2.2 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. The Council will commence an early review of the Local Plan Part 1 with a view to having a revised document in place in advance of 2026, to take account of population increases and the demands that this places on land use planning across 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

2.3 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.

2.4 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.

2.5 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

2.6 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

2.7 The Heathrow Opportunity Area (OA) includes part of LB Hounslow and Hillingdon. It is anticipated to accommodate around 12,000 new jobs and a minimum of 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.

2.8 Heathrow Airport is a major source of 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

2.9 The Hayes and West Drayton corridor will be a key location for employment growth in the Borough. 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.

2.10 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.

Hayes Housing Zone/ [Opportunity Area](#)

2.13 Housing Zones were introduced by the Mayor's Housing Strategy to speed up the number of homes being built across the capital, in areas with high development potential. They offer a range of measures to meet this objective including planning support, assistance with land assembly, infrastructure funding and support with land remediation.

2.14 The Hayes Housing Zone is expected to deliver a significant proportion of the Council's housing requirement and includes many of the sites identified in this plan, particularly those in the wards of Botwell and Townfield.

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~~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, 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 In accordance with guidance in the London Plan, it identifies specific sites to meet housing delivery targets in the short term (2011-2016), medium term (2016-2021) and long term (2021-2026).

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. In some cases site-specific policies note that development should be undertaken in accordance with an extant planning consent. Any subsequent proposals that come forward for these sites will be assessed against the provisions of national planning guidance and relevant policies in the development plan.

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

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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. The net completion figures for sites allocated for residential development that do not have planning permission are provided as a baseline, to guide future planning applications and to demonstrate the number of units that could be accommodated. As and when these sites come forward, it is recognised that the final number of units will be determined by a design led process.

Other relevant plans and policies

3.7 The overall quantum of development has also been guided 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.
- Are there long term leases associated with the site?
- Other site specific 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 five 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 five 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 only broad locations for growth for years 6-10 and, where possible, for years 11-15, this Site Allocations and Designations document identifies specific deliverable

New Homes

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.

Completed Sites

3.11 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

3.12 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	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
SA 1 Enterprise House, Hayes	Botwell	Office/ Residential Mixed Use	96	0	48	48
SA 2 The Old Vinyl Factory and Gatefold Building	Botwell	Residential-led mixed use	694	0	588	106
SA 3 Eastern end of Blyth Road, Hayes	Botwell	Residential-led mixed use (Site A)	273	0	180	93
New Site SA 3A Crown Trading Estate	Botwell	None	197	0	0	197
SA 4 25 - 39 Fairview Business Centre	Botwell	None	260	0	0	260
SA 5 Land to the south of railway including Nestle	Botwell	None	1,800	0	0	1,800

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				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
SA 6 Golden Cross Public House	Botwell	Residential	23	0	23	0
SA 7 Union House, Hayes	Botwell	Residential	46	0	46	0
SA 8 Olympic House, 1 a Grove Lane	Brunel	Residential	9	0	9	0
SA 9 Audit House and Bellway House, Eastcote	Cavendish	Residential	47	12	35	0
SA 10 269-285 Field End Road, Eastcote	Cavendish	None	23	0	0	23
SA 11 Charles Wilson Engineers, Uxbridge Road	Charville	None	34-43	0	0	34-43
SA 12 Former Allotments and Melrose Close Car Park, Burns Close	Barnhill	None	83	0	0	83
SA 13 Royal Quay, Summerhouse Lane	Harefield	Residential	87	0	87	0
SA 14 Master Brewer, and Hillingdon Circus, Hillingdon	Hillingdon East	Retail/ Residential Mixed Use	390	0	0	390
SA 15 Royal Mail Sorting Office, Park Way, Ruislip Manor	Manor	None	22	0	0	22
SA 16 Northwood Station, Green Lane	Northwood	None	To be determined by design	0	0	To be determined by design

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				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
SA16A 36-40 Rickmansworth Road, Northwood	Northwood	Residential	21	0	21	0
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	0	30-44
SA 19 Braintree Road, South Ruislip	South Ruislip	Mixed use	163	0	163	0
SA 20 Bourne Court, South Ruislip	South Ruislip	None	69	0	35	34
SA 22 Chailey Industrial Estate, Pump Lane, Hayes	Townfield	None	198 + additional capacity on Site B to be determine d by design.	0	0	198 + Addition al capacity on Site B to be determi ned by design.
SA 23 Silverdale Road/Western View, Hayes	Townfield	None	363	0	82	281
SA 24 Benlow Works	Townfield	None	36	0	0	36
SA 25 297 - 299 Long Lane, Hillingdon	Uxbridge North	None	33	0	0	33
SA 26 High Street/ Bakers Road, Uxbridge	Uxbridge North	None	To be determine d by design	TBC	TBC	TBC
SA 27 St Andrews Park- Annington Homes	Uxbridge North	None	330	0	0	330

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				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
SA 28 St Andrews Park, Uxbridge	Uxbridge North	Mixed use development	1,340	260	777	303
SA 29 Cape Boards, Iver Lane, Cowley	Uxbridge South	None	315	0	0	315
SA 30 Grand Union Park, Packet Boat Lane	Uxbridge South	Residential	251	0	251	0
SA 31 Fassnidge Memorial Hall, Uxbridge	Uxbridge South	Residential	80	0	80	0
New Site SA 31A Waterloo Wharf, Uxbridge	Uxbridge South	Residential	52	0	52	0
New Site SA 31B Randalls Building, Uxbridge	Uxbridge South	Mixed Use	58	0	29	29
SA 32 Former NATS Site, Porters Way, West Drayton	West Drayton	Phased Mixed use	775	571	204	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	0	38	0
New Site SA 34A Former West Drayton Police Station.	West Drayton	Residential	53	0	53	0
New Site SA 34B Former British Royal Legion Building, Station Road	West Drayton	Residential	13	0	13	0
SA 35 Former Vehicle Testing	Yeading	None	84-92	0	0	84-92

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				Expected Delivery		
Site	Ward	(Extant) Planning Permission / Prior Approval	Potential Capacity	Years 2011-2016	Years 2016-2021	Years 2021-2026
Station, Cygnet Road, Hayes						
SA 36 Hayes Bridge, Uxbridge Road	Yeading	None	40	0	0	40
SA 37 Former Coal Depot, Tavistock Road	Yiewsley	None	168 - 189	0	0	168 - 189
SA 38 Padcroft Works, Tavistock Road	Yiewsley	Mixed Use Development	415 + an additional number of units on Sites B and C to be agreed by design	0	210	205 + an additional number of units on Sites B and C to be agreed by design
SA 39 Trout Road, Yiewsley	Yiewsley	Residential-led mixed use	217	0	144	73
New Site SA 39A Land to the rear of 2-24 Horton Road	Yiewsley	Residential-led mixed use	86	0	43	43
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
TOTAL EXPECTED COMPLETIONS (UNITS)			9392-9454	873	3,261	5258-5320

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Windfall Sites

3.13 The NPPF 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.

3.14 A key component of 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

3.15 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.

3.16 The Council has recently completed an updated Gypsy and Traveller and Travelling Show-people Accommodation Assessment to reflect the requirements of the Government's Planning Policy for Traveller Sites, issued in August 2015. The study identifies a need for two additional pitches for travellers during the Local Plan period. These pitches will be provided at the Council-owned Colne Park site, as shown on Map A.

3.17 New proposals for Gypsy and Traveller pitches will be assessed against the provisions of policy DMH 9 in the Development Management Policies document.

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Map A: Extension Area within Existing Colne Park Site

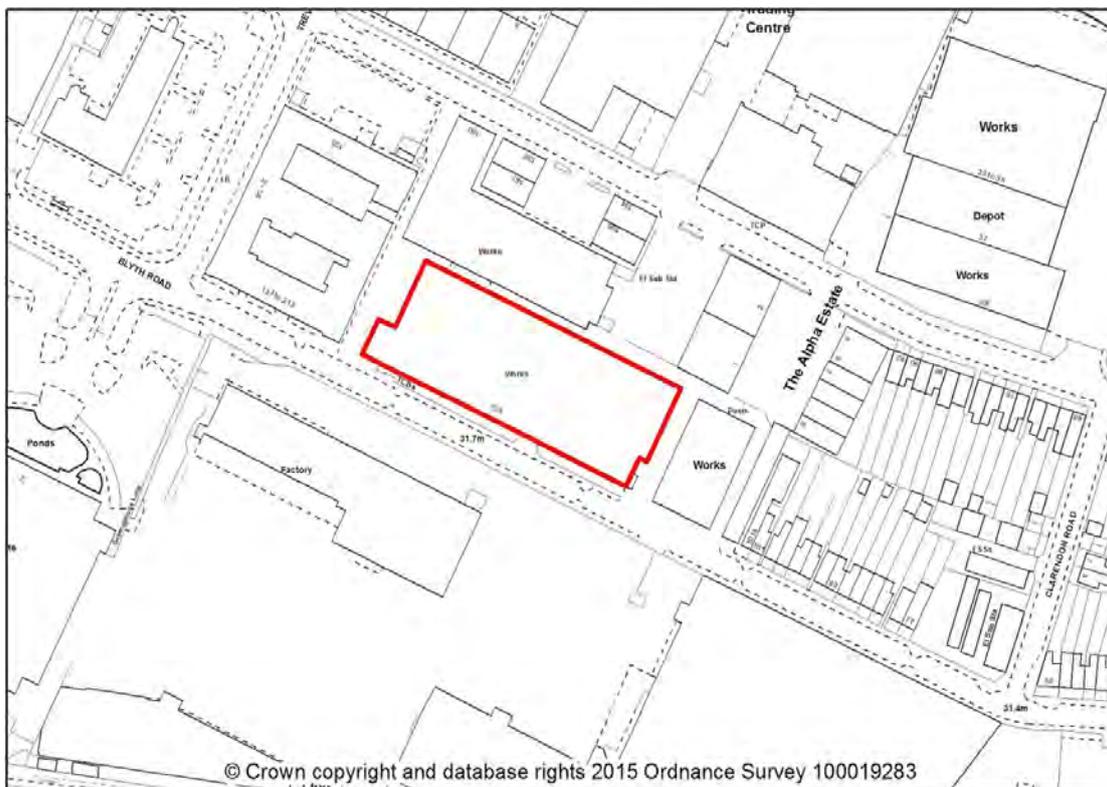


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Enterprise House, Hayes

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 of the building is addressed.



POLICY SA 1: Enterprise House, Hayes

In accordance with the approved planning permission (ref: 11623/APP/2013/3592) the Council will support the development residential-led mixed use development with commercial uses at ground floor level on this site.

New Homes

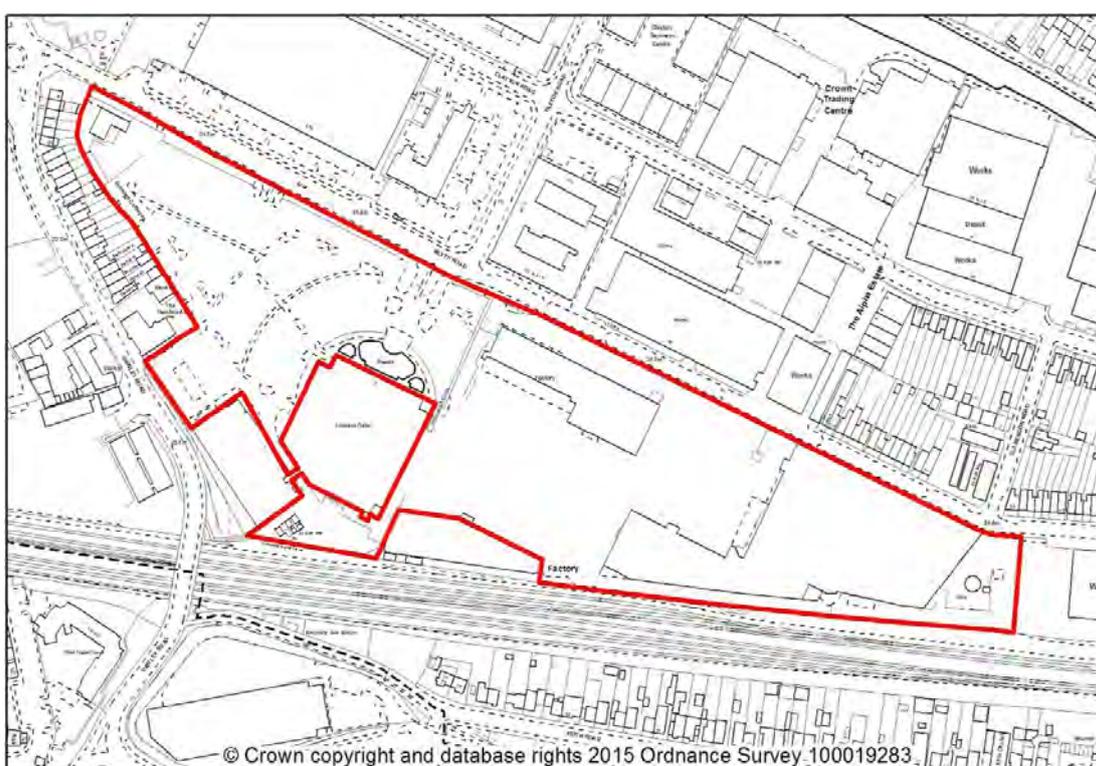
Site Information

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/Former UDP Designations	Industrial Business Area, Conservation Area, Listed Building
Proposed New Designations	None
Existing Use	Industrial building
Relevant Planning History (Most recent)	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	96
Existing Units	0
Net Completions	96 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	Site is identified in the Hillingdon Housing Trajectory.

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. Part of the site falls within the Botwell Thorn EMI Conservation Area and includes a number of Locally Listed buildings.

The Council has resolved to grant planning permission for mixed use development on The Old Vinyl Factory and Gatefold site and 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) or any variations thereafter the Council will support the development of the following uses on the site:

- 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;

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- 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) or any variations thereafter 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/Former UDP Designations	Industrial Business Area; Conservation Area; Locally Listed Buildings	Industrial Business Area; Conservation Area
Proposed New Designations	None	None
Existing Use	Former EMI works	Industrial units
Relevant Planning History (Most recent)	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.	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
Proposed Number of Units	562	132
Existing Units	0	0
Net Completions	562 units	132 units

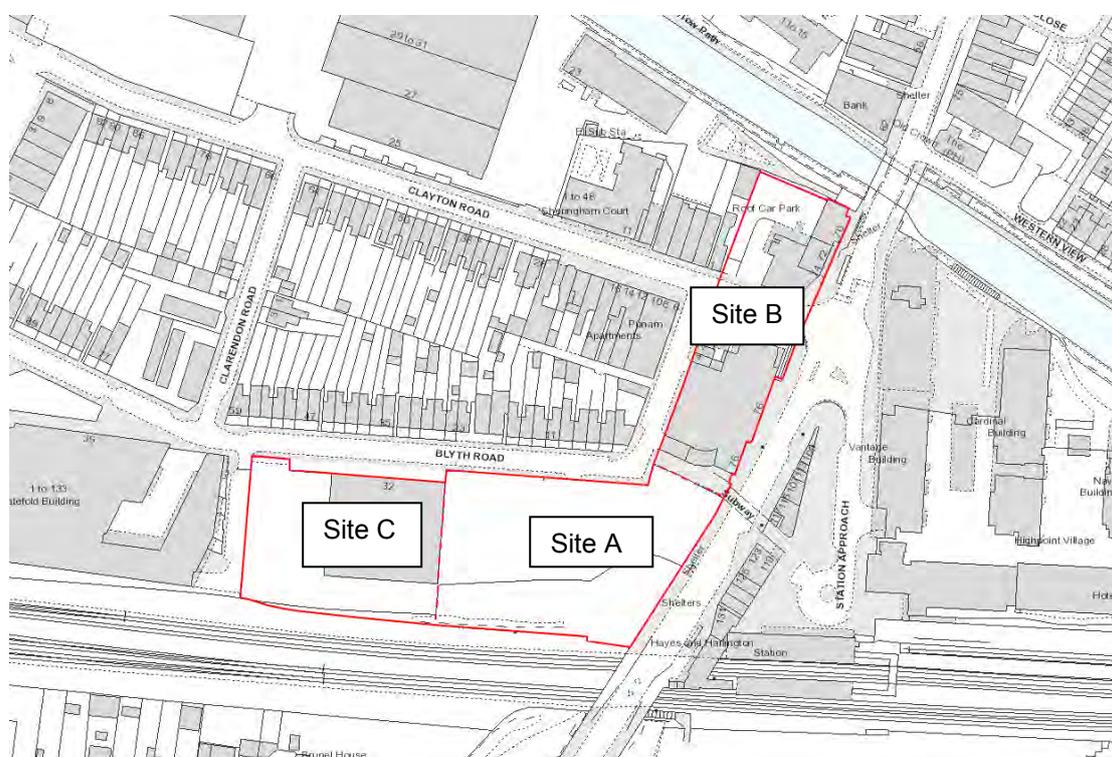
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Site name	The Old Vinyl Factory	The Gatefold Building
Infrastructure Considerations and Constraints	As per consent; need for drainage infrastructure addressed through Drainage Strategy.	As per consent; need for drainage infrastructure addressed through 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	435 units in 2016-2021; 75 units to be completed in 2021 - 2026.	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.

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

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 mixed use development to capitalise on the proximity of the site to the future Crossrail link at Hayes and Harlington Station.

Site C

The Council will support proposals for residential-led mixed use development that contribute to the regeneration of Hayes Town centre

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

~~Proposals should complement and be consistent with any proposed development on the adjacent Crown Trading site and should not prevent development on this site from coming forward.~~

Site Information

Site name	Eastern End of Blyth Road, Hayes		
	Site A	Site B	Site C
Ward	Botwell		
Location	Blyth Road	Blyth Road/Station Road, Hayes	Blyth Road
Area (ha/sqm)	0.3 ha	0.4 ha	0.4 ha
PTAL Ratings	4		
Proposed Development	Residential-led mixed use development	Residential-led mixed use development	Residential-led mixed use development
Current/Former UDP Designations	Industrial Business Area	Hayes Town Centre	Industrial Business Area
Proposed New Designations	None	Hayes Town Centre	None
Existing Use	Redundant commercial units	Office	Commercial units
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 2nd - 8th floors. Approval on 12.12.2014.	None
Proposed Number of Units	120	60	93

New Homes

	Site A	Site B	Site C
Existing Units	0	0	0
Net Completions	120 units	60 units	93 units
Infrastructure Considerations and Constraints	As per extant consent	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.	
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	2016-2021	2016-2021	2021-26
Other Information	Site identified in the Hillingdon Housing Trajectory	Site identified in the Hillingdon Housing Trajectory.	Site identified in the Hillingdon Housing Trajectory.

New Homes

Crown Trading Estate

Crown Trading Estate contains a number of industrial buildings that are in a poor state of repair. Following discussions with the owners and tenants of these buildings, it is proposed to release the site for residential-led mixed use development. In addition to residential, the Council will seek a proportion of employment generating uses to reflect local character and the former designation of the site.

The owners of the Crown and adjacent Fairview sites are encouraged to work together to bring forward schemes that are consistent and complementary in terms of scale, massing and high quality design. A particular focus for both sites should be the access to and improvement of the Canal frontage, which is identified in the Local Plan Part 1 as a focus for regeneration in Hayes.



POLICY SA 3A: Crown Trading Estate

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 that is consistent with London Plan density guidelines.
- The provision of small-scale commercial uses at ground floor level.
- The proposals should integrate with and complement the proposals for Fairview Business Centre to the east.
- The proposals should include appropriate design mitigation measures to address the impact of activities on the adjacent industrial site.

New Homes

- The proposals should include active frontages along Clayton Road.
- The provision of appropriate new public open space.
- The Council will expect all canalside development proposals to improve canal access and promote canal-side activity, to contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network.

Site Information

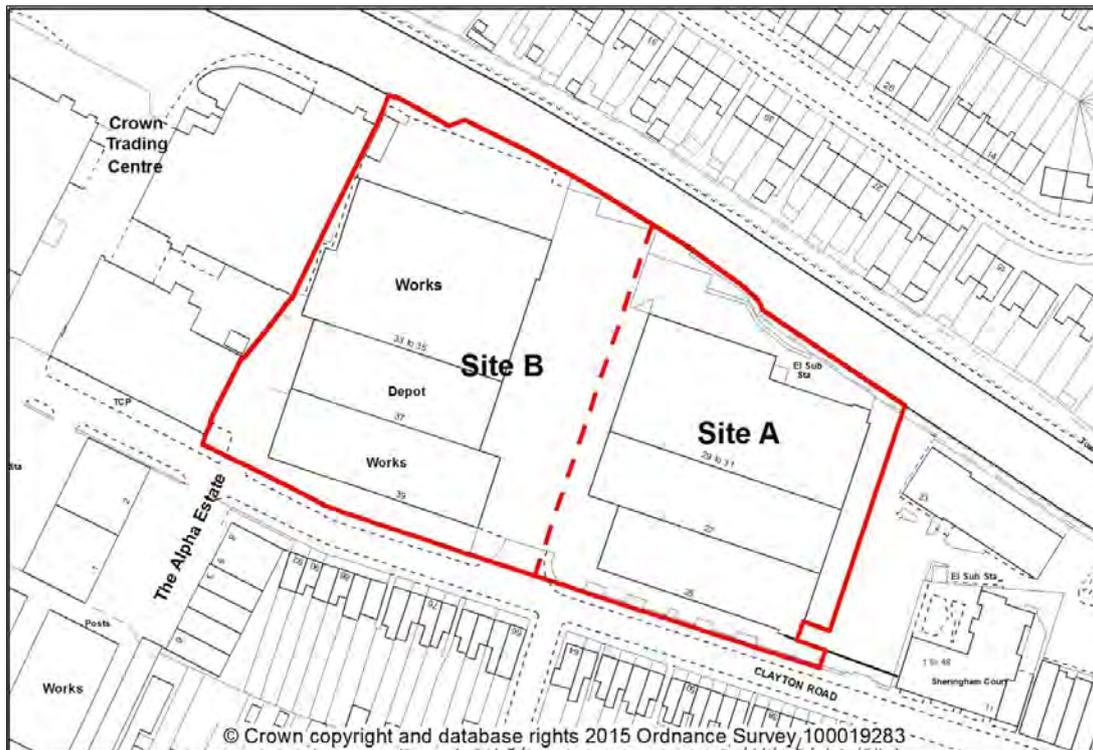
Site name	Crown Trading Estate
Ward	Botwell
Location	Clayton Road
Area (ha/sqm)	1.3 ha
PTAL Rating	4
Proposed Development	Residential-led mixed use
Current Former UDP Designation	Industrial Business Area
Proposed New Designation	None
Existing Use	Light industrial units
Relevant Planning History	No relevant history
Proposed Number of Units	197
Existing Units	0
Net Completions	197
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	2021-26
Other information	None

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 significant potential for residential-led mixed use development that capitalises on the canal-side location and proximity of the Crossrail link at Hayes and Harlington Station.

The owners of the Fairview and adjacent Crown sites are encouraged to work together to bring forward schemes that are consistent and complementary in terms of scale, massing and high quality design.



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 of 260 units. 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;
- Proposals should complement and be consistent with any proposed development on the adjacent Crown Trading site and should not prevent development on this site from coming forward.
- The Council will expect all development proposals to provide canal access improvements and canalside activity to and contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network.

New Homes

- The proposals should include active frontages along Clayton Road.
- The provision of appropriate new public open space in accordance with Council standards.

Site Information

Site name	Fairview Business Centre	
	Site B	Site A
Ward	Botwell	Botwell
Location	Clayton Road, Hayes	Clayton Road, Hayes
Area (ha/sqm)	1.03 ha	0.68
PTAL Rating	4	4
Proposed Development	Residential-led mixed use	Residential-led mixed use
CurrentFormer UDP Designations	Adjacent to Hayes Industrial Business Area; Strategic Canal and River Corridor, Air Quality Management Area	Adjacent to Hayes Town Centre; Hayes Industrial Business Area, Strategic Canal and River Corridor, Air Quality Management Area
ProposedNew Designations	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	104	156
Existing Units	0	0
Net Completions	72-104 units	47-156 units
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 east should this site become available, taking account of relevant policies in the development plan and the conclusions of the latest evidence base.</p>	

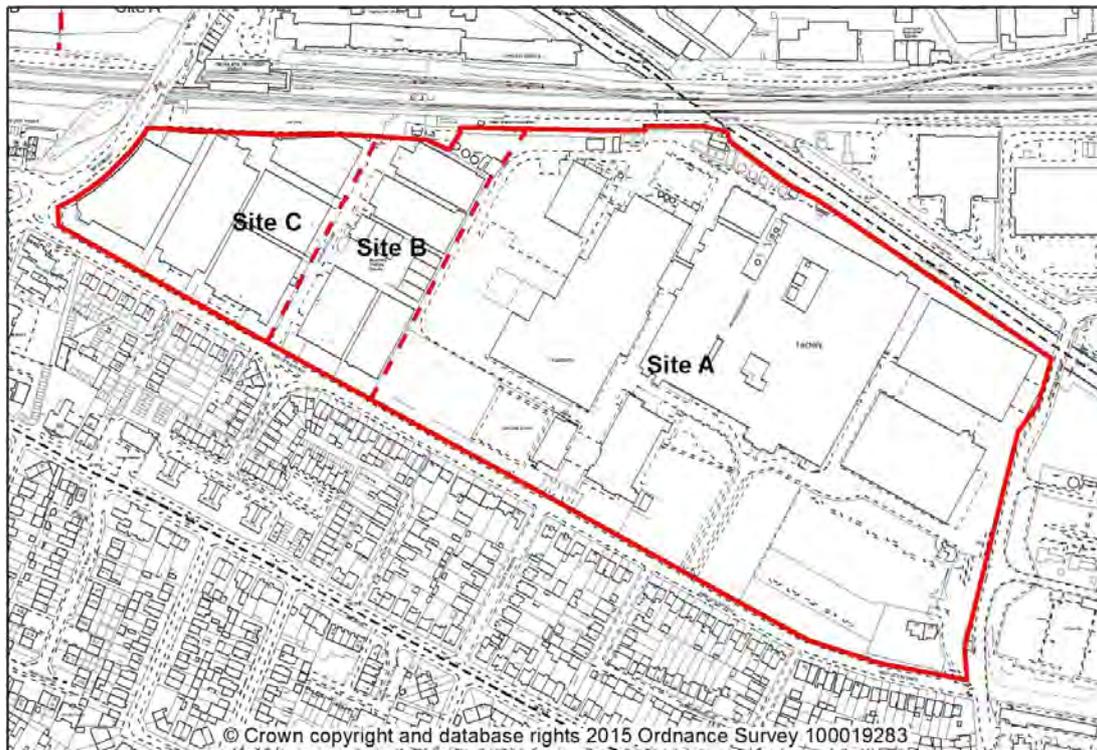
New Homes

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 seeking to bring forward a comprehensive development scheme that includes the adjoining sites.

The three sites identified in this allocation form the most significant growth point within the Hayes Housing Zone. The Council is keen to ensure that complementary design principles are adopted and the resulting infrastructure requirements associated with planned levels of growth are fully assessed and integrated. In addition, proposals from individual landowners should, as far as possible, come forward in a co-ordinated manner without prejudicing the development aspirations on other parts of the site.

Development 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 final overall quantum of uses and the number of residential units will be determined through discussions with key stakeholders the development of a sustainable masterplan and the agreement of key design principles, which include the provision of improved transport and community infrastructure.



POLICY SA 5: 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 1,000 residential units. Higher density development should be located along the canal frontage.
- The provision of B8 and small scale commercial uses that support residential development.
- The provision of appropriate community infrastructure to support the overall quantum of development, including health, children's services, community and sport/recreation facilities as necessary.
- Include a heritage assessment, which considers the retention and reuse of Locally Listed structures.
- Fully integrate with the Grand Union Canal, ensure canal-side access improvements and maximise 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

- The provision of 300 residential units.
- The provision of appropriate community infrastructure to support the overall quantum of development, including education as necessary.

Site C

- The provision of 500 residential units.
- Southern access to Hayes & Harlington station.
- Subject to high quality design, the Council will support the provision of tall buildings alongside the railway line.

Key principles for all sites

As a preference Sites A, B and C should form a comprehensive development scheme across the whole site. The Council will co-ordinate the phasing of development to complement the wider Hayes Housing Zone area and all proposals will be expected to:

- Sustain and enhance the significance and integrity of heritage assets, including the Grand Union Canal, Conservation Areas, Areas of Special Local Character and Locally Listed buildings.
- Provide pedestrian links to Hayes Town Centre and key transport nodes;
- Reflect the Council's latest evidence of housing need in terms of the type and tenure of residential units.
- Comprise a proportion of employment generating uses to be agreed with the Council. Suitable uses will include B1 and elements of B2 and B8 that are compatible with the residential elements of the scheme.
- Provide appropriate community infrastructure to support the overall quantum of development including education, children's services, health, transport, community and sport/recreation facilities as necessary.
- Sufficient setback from Nestles Avenue to allow for the introduction of potential public transport improvements.
- Adopt a complementary set of scale, massing, layout and design principles that take account of surrounding land uses and existing suburban context, with lower building heights located on the Nestles Avenue side.

Subject to the outcome of area specific studies, the Council may consider an approach to car parking which departs from the standards set out in this plan, if supported by relevant public transport improvements and other mitigating measures.

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	1.76 ha	2.2 ha
PTAL Ratings	1b, 2, 3	4	4
Proposed Development	Mixed use	Mixed use	Mixed use
Current/Former 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 history		
Proposed Number of Units	1,000	300	500
Existing Units	0	0	0
Net Completions	500-1,000 units	97-300 units	110-500 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	None	Multiple land ownership on this site may affect the timescale of delivery

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 of 23 units. The site should be developed in accordance with the broad parameters of the approved scheme (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 Former 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 adjacent to 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 from offices (Use 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. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 35250/APP/2014/3506). The remaining eastern portion of the site, shown as cross hatched on the site boundary, should be utilised to provide public access and improvements to the south side of the canal, from Station Road.

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/Former UDP Designations	Hayes Town Centre
Proposed New Designations	None
Existing Use	Offices

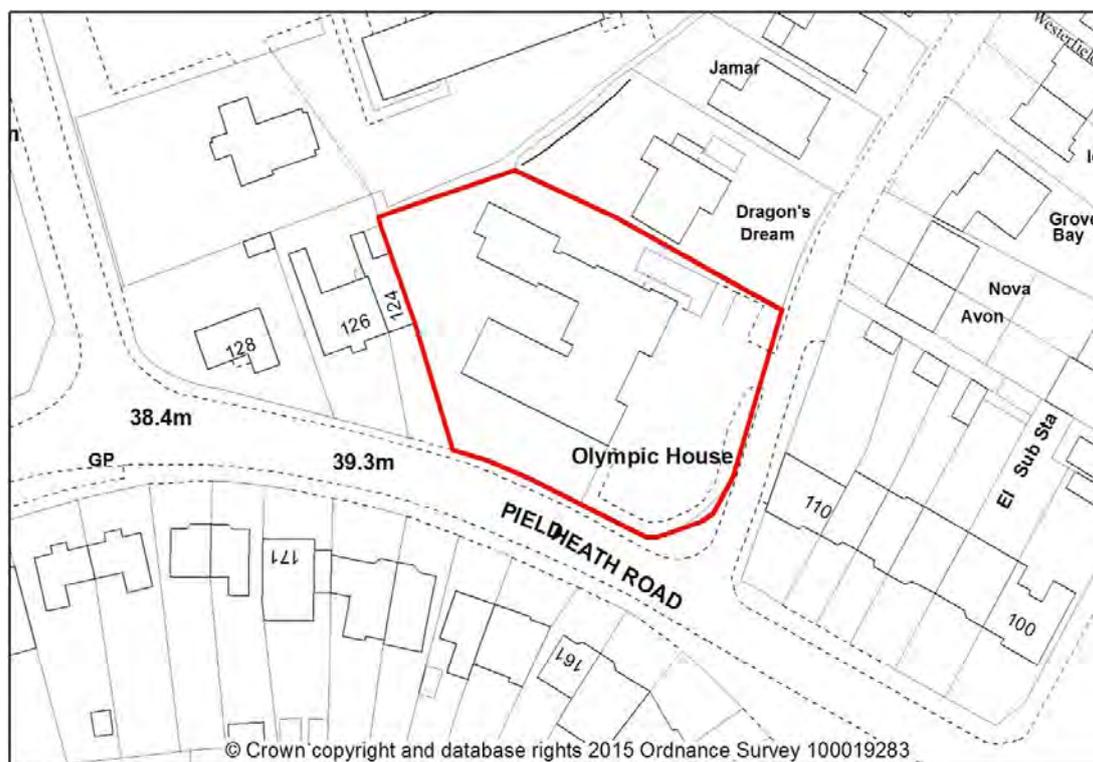
New Homes

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 a two storey building constructed in the late 1970s/ early 1980s and was originally built for use as accommodation by the Council's Social Services department. Planning permission for a residential development expired in 2014.



Policy SA 8 : Olympic House, 1a Grove Lane

The Council will support provision of residential development on the site and take account of previously granted planning consents.

Site Information

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

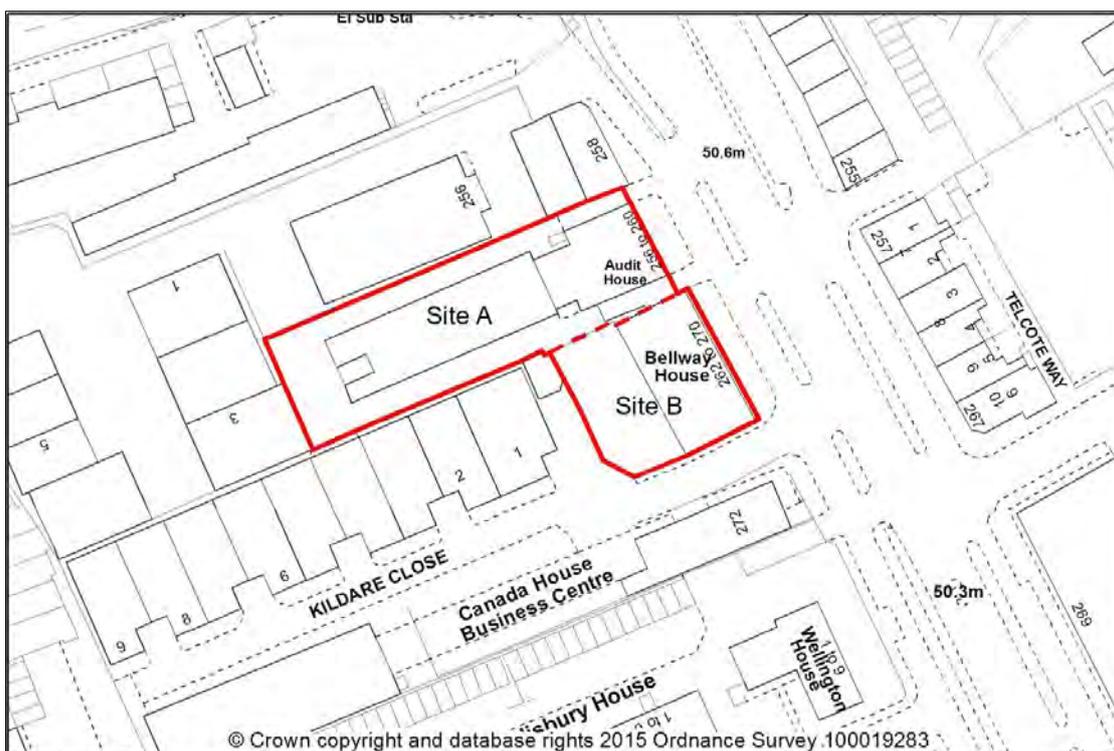
New Homes

Site name	Olympic House, 1a Grove Lane
Proposed New Designations	None
Existing Use	Hostel
Relevant Planning History (Most recent)	Erection of 2 x three bed dwellings, 2 x two bed dwellings and 5 x 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	N/A
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	2016 - 2021
Other Information	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 35 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 12 residential flats.



POLICY SA 9: Audit and Bellway House, Eastcote

The Council will support the provision of residential development on the site. The site should be developed in accordance with the broad parameters of the approved schemes, subject to site-specific constraints (Refs: 19365/APP/2017/188 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
<u>Existing</u> Former UDP Designations	Eastcote Town Centre	Eastcote Town Centre
<u>Proposed</u> New Designations	None	None
Existing Use	Office	Office / Education facility

New Homes

Site name	Site A Audit House	Site B Bellway House
Relevant Planning History (Most recent)	Change of use from B1 (Offices) to C3 (Dwelling houses) to create 35 self contained flats (Prior Approval). Approval on 23.03.2017.	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	35	12
Existing Units	0	0
Net Completions	35 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 that external alteration to existing floors and will have no direct impact on the underlying ground surface.	Change of use proposal. Concerns that external alteration to existing floors and will have no direct impact on the underlying ground surface.
Indicative Phasing	2016-2021	2011-2016
Other Information	None	None

New Homes

281-285 Field End Road, Eastcote

The site is located 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: 281-285 Field End Road, Eastcote

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

- Provision of 23 residential units; and
- Adequate parking and landscaping should be provided on the site.

Site Information

Site name	269-285 Field End Road, Eastcote
Ward	Cavendish
Location	Junction of Field End Road/Sunningdale Avenue
Area (ha/sqm)	0.37ha
PTAL Rating	3
Proposed Development	Residential
CurrentFormer UDP Designations	None
ProposedNew Designations	None
Existing Use	Offices and education facility
Relevant Planning History	No relevant history

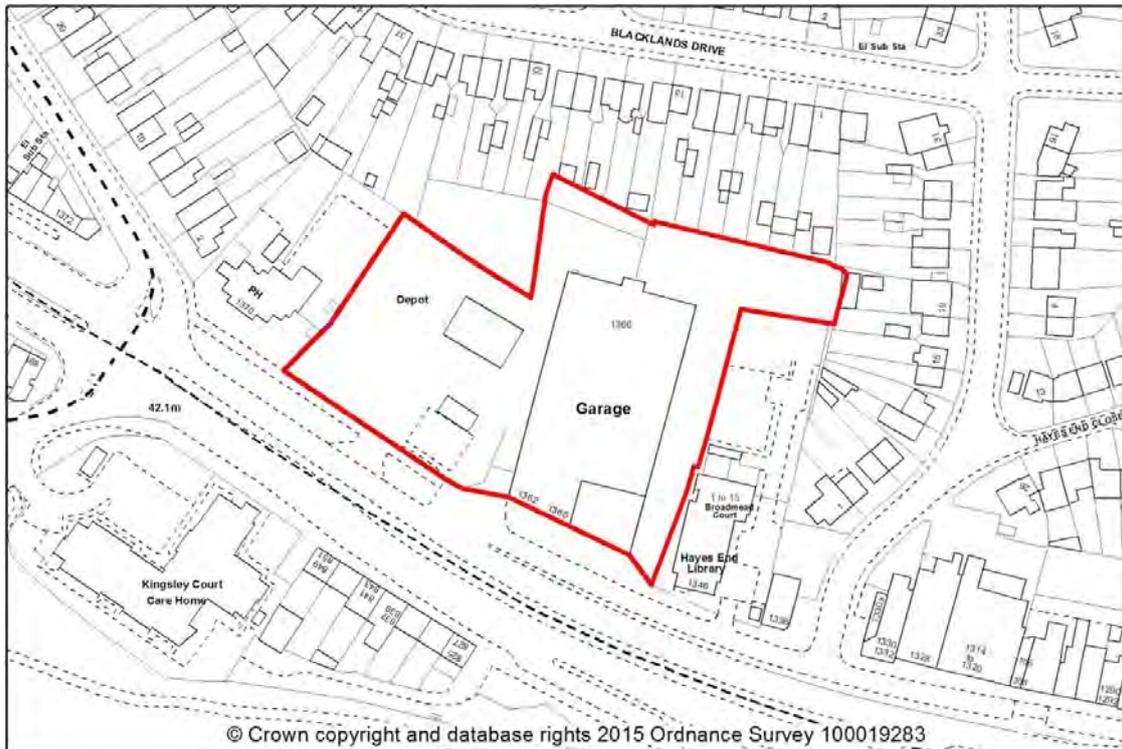
New Homes

Site name	269-285 Field End Road, Eastcote
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	2021 - 2026
Other Information	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: Charles Wilson Engineers, Uxbridge Road

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

- Provision of 34-43 residential units; and
- Adequate parking and landscaping should be provided on the site.

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/Former 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 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	2021 - 2026
Other Information	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 will be submitted shortly. This will be assessed in accordance with the latest planning policy.



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

The Council will support the provision of residential development on the site. Development proposals should meet the following criteria:

- The provision of a suitable mix of housing tenure and type;
- Adequate parking, cycle storage, landscaping and amenity space should be provided on the site in accordance with the Council's 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	Barnhill
Location	Burns Close
Area (ha/sqm)	1.21 ha
PTAL Rating	1
Proposed Development	Residential
CurrentFormer 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; previous ecological assessment to be reviewed. Proposals should include affordable housing.

New Homes

Royal Quay, Summerhouse Lane

The site is located on the western side of Summerhouse Lane 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.



POLICY SA 13: Royal Quay, Summerhouse Lane

The Council will ensure the site is developed in accordance with the broad parameters approved schemes.

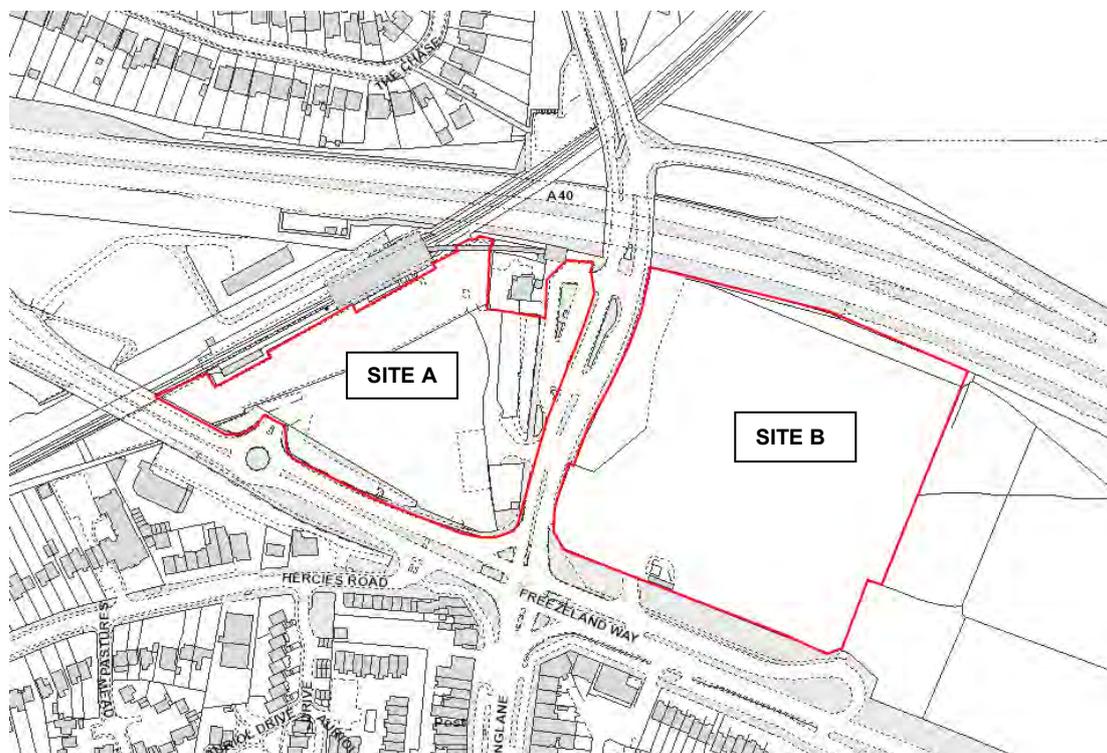
New Homes

Site Information

Site name	Royal Quay, Summerhouse Lane
Ward	Harefield
Location	Summerhouse Lane
Area (ha/sqm)	1.6 ha
PTAL Rating	1a/0
Proposed Development	Residential
Current Former 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>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>
Proposed Number of Units	87
Existing Units	0
Net Completions	87 units
Infrastructure Considerations and Constraints	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.

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. The sites have good access to strategic road links via the A40 and the public transport network. As such, they are considered to be suitable for residential-led mixed use development.



POLICY SA 14: Master Brewer and Hillingdon Circus, Hillingdon

The Council will support mixed use proposals 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.

Site B

Development within the developed areas should:

POLICY SA 14: Master Brewer and Hillingdon Circus, Hillingdon

- 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.

New Homes

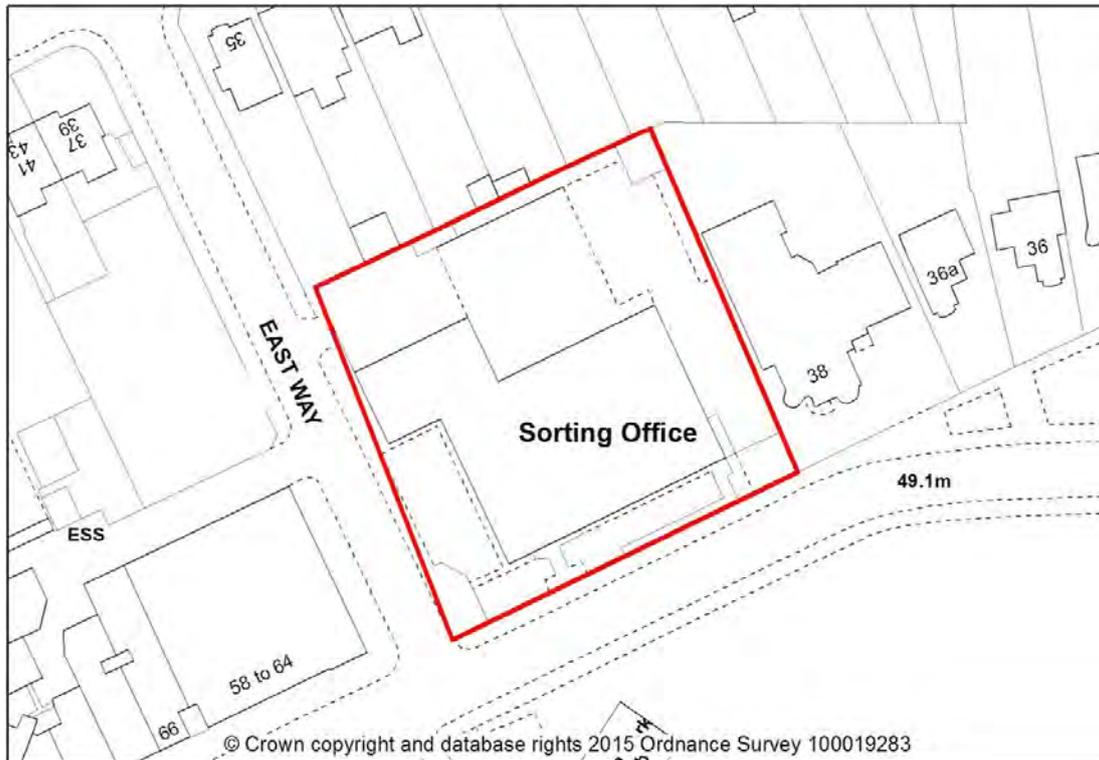
Site Information

Site name	Master Brewer and Hillingdon Circus, Hillingdon	
	Site A Hillingdon Circus	Site B Master Brewer
Ward	Uxbridge North	Hillingdon East
Location	Western Avenue/Long Lane	Long Lane/ Freezeland Way
Area (ha/sqm)	2.1 ha	3.3 ha
PTAL Rating	3	3
Proposed Development	Mixed use	Mixed use
Current Former UDP Designations	Local Centre	Local Centre
Proposed New Designation	None	None
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.	Extant permission for the 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
Proposed Number of Units	125 – 140	250
Existing Units	0	0
Net Completions	250 140 units	250 units
Infrastructure Considerations and Constraints	To be determined through the planning application process.	
Flood Risk	Flood Zone 1	
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	2021-2026	2021-2026
Other Information	Site identified in Hillingdon's Housing Trajectory to deliver 140 units.	Site identified in Hillingdon's Housing Trajectory to deliver 250 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 22 residential units;
- Adequate parking and landscaping should be provided in accordance with Council standards.

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
CurrentFormer UDP Designations	Ruislip Manor Town Centre
Proposed New Designations	None (Town centre boundary is proposed to be amended)
Existing Use	Industrial
Relevant Planning History (Most recent)	No relevant 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	2021-2026
Other Information	

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

- 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 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 NPPF; 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.

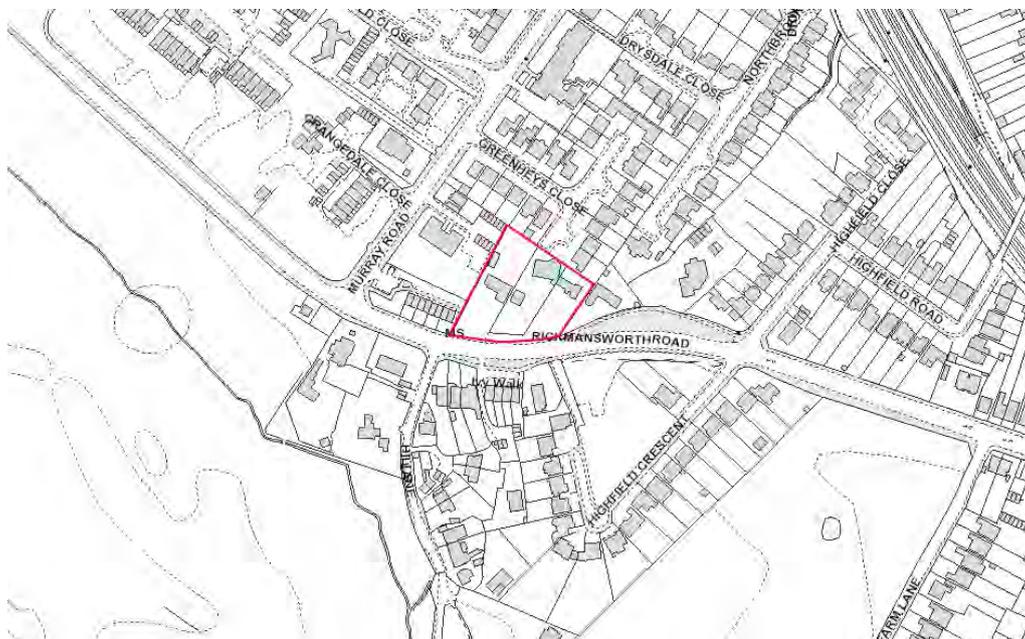
Site Information

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
CurrentFormer 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)	No relevant history
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

36-40 Rickmansworth Road

This site is located to the south of Northwood town centre. The Council granted planning consent for a residential development on the Rickmansworth Road site in 2017.



POLICY SA 16A 36-40 Rickmansworth Road

The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (69978/APP/2016/2564).

Site Information

Site name	36-40 Rickmansworth Road
Ward	Northwood
Location	Rickmansworth Road
Area (ha/sqm)	0.3
PTAL Rating	2
Proposed Development	Residential
CurrentFormer UDP Designation	None
ProposedNew Designation	None

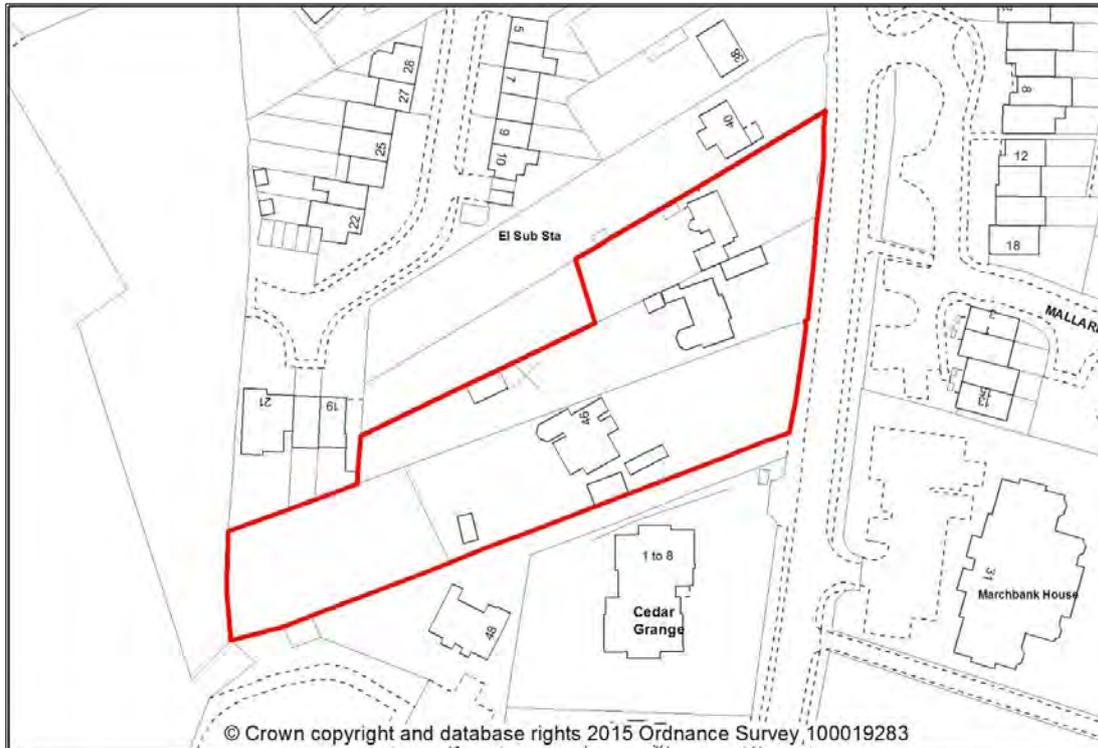
New Homes

Site name	36-40 Rickmansworth Road
Existing Use	Residential
Relevant Planning History	Application Ref: 69978/APP/2016/2564 Demolition of 3 detached dwellings and redevelopment to provide 24 residential flats (13 x 1 bedroom units; 9 x 2 bedroom units; and 2 x 3 bedroom units), amenity space and associated car parking. Approval on 07.09.2017
Proposed Number of Units	24
Existing Units	3
Net Completions	21
Infrastructure Considerations and Constraints	In line with the conditions of the planning application.
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

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 in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (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/Former UDP Designations	None
Proposed New Designations	None
Existing Use	Residential

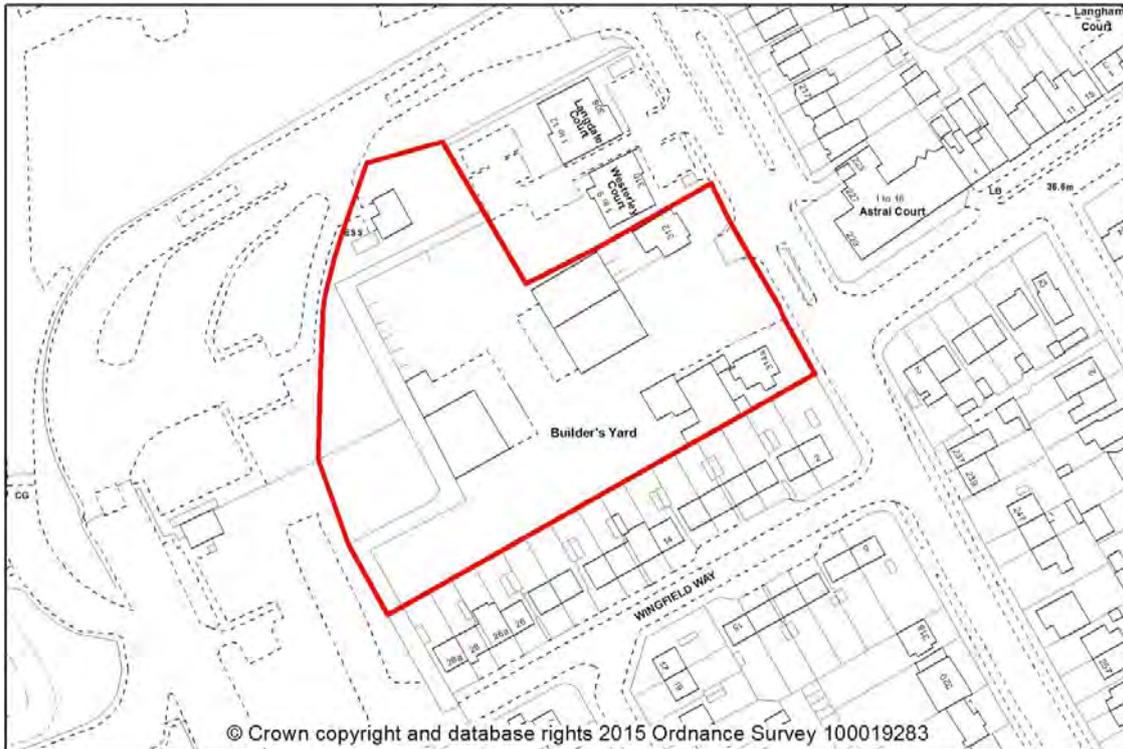
New Homes

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 units
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 surrounded by residential 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 deliver :

- 30-44 residential units; and
- Adequate parking and landscaping should be provided on the site.

Site Information

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

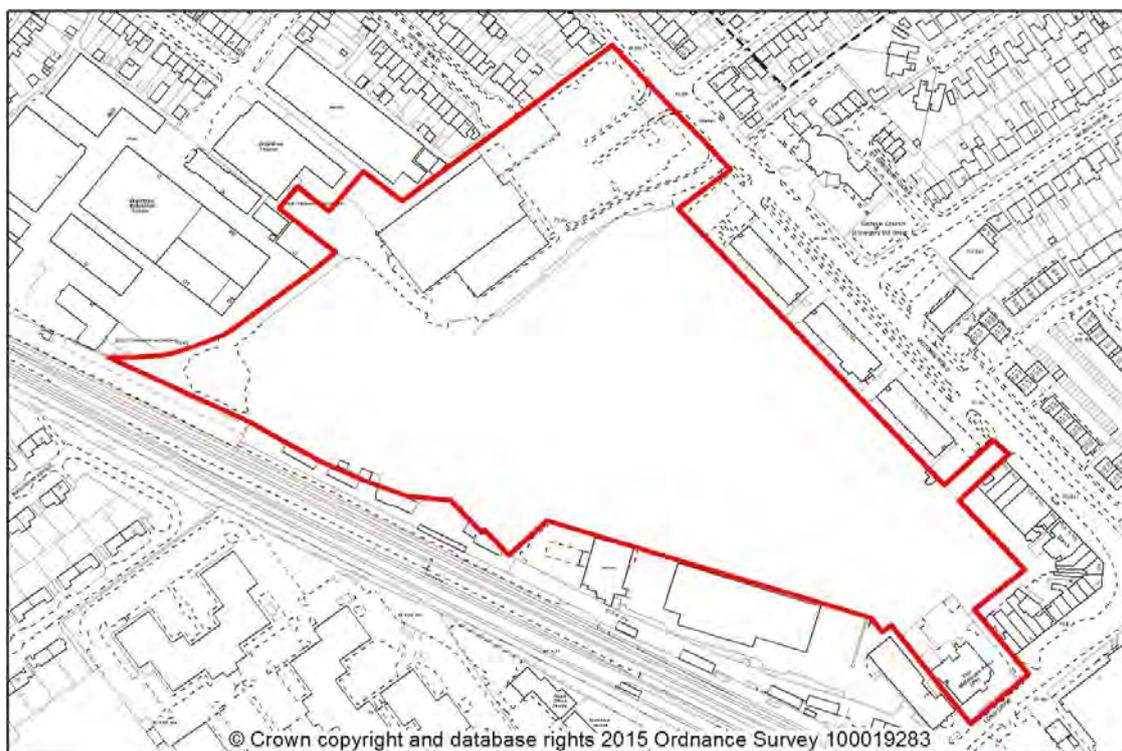
New Homes

Site name	West End Road, South Ruislip
Proposed Development	Residential
Current Former UDP Designations	Area of Open Character
Proposed New Designations	None
Existing Use	Builders merchant
Relevant Planning History (Most recent)	No relevant 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	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 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 has extant planning consent for mixed use development.



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 broad parameters of existing planning permission (Ref: 66819/APP/2014/1600).

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
Current/Former 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)	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

New Homes

Site name	Braintree Road, South Ruislip
	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 24.12.2014.
Proposed Number of Units	163
Existing Units	0
Net Completions	163 units
Infrastructure Considerations and Constraints	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	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.

New Homes

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 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. It is understood that a planning application for a revised scheme is to be submitted in due course.



POLICY SA 20: Bourne Court, South Ruislip

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

Site Information

Site name	Bourne Court, Ruislip
Ward	South Ruislip
Location	Southern part of Odyssey Business Park – road access provided by Cavendish Avenue and Bourne Court
Area (ha/sqm)	0.72 ha
PTAL Rating	3
Proposed Development	Residential
Current/Former Designations	UDP adjacent to South Ruislip Local Centre

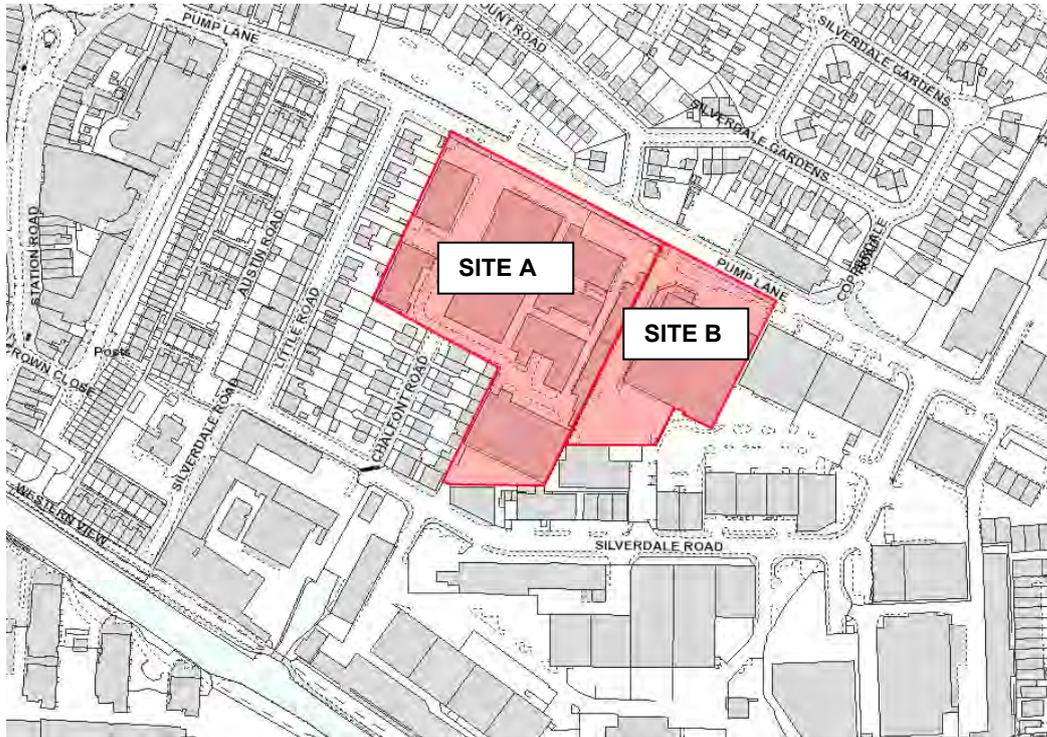
New Homes

Site name	Bourne Court, Ruislip
Proposed New Designations	None
Existing Use	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	69
Existing Units	0
Net completions	69 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 - 2021
Other Information	Council-owned site; proposals should include affordable housing.

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 release the site for mixed use development. [The site currently contains a mix of industrial and retail uses including a Matalan store.](#)



POLICY SA 22: Chailey Industrial Estate, Pump Lane

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

- The site should be released for residential development at a development density of 110 units per hectare,
- Small scale commercial uses at ground floor level to support residential uses will be considered suitable; and
- Development proposals should include a buffer along the eastern boundary of the site to mitigate impacts on residential amenity from the adjacent retail use.
- 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
- Open space and amenity space should be provided in accordance with Council standards.
- Development proposals should maintain the current setback from Pump Lane, to allow for the introduction of potential public transport improvements.

New Homes

- Ground floor uses along Pump Lane should maintain an active frontage.

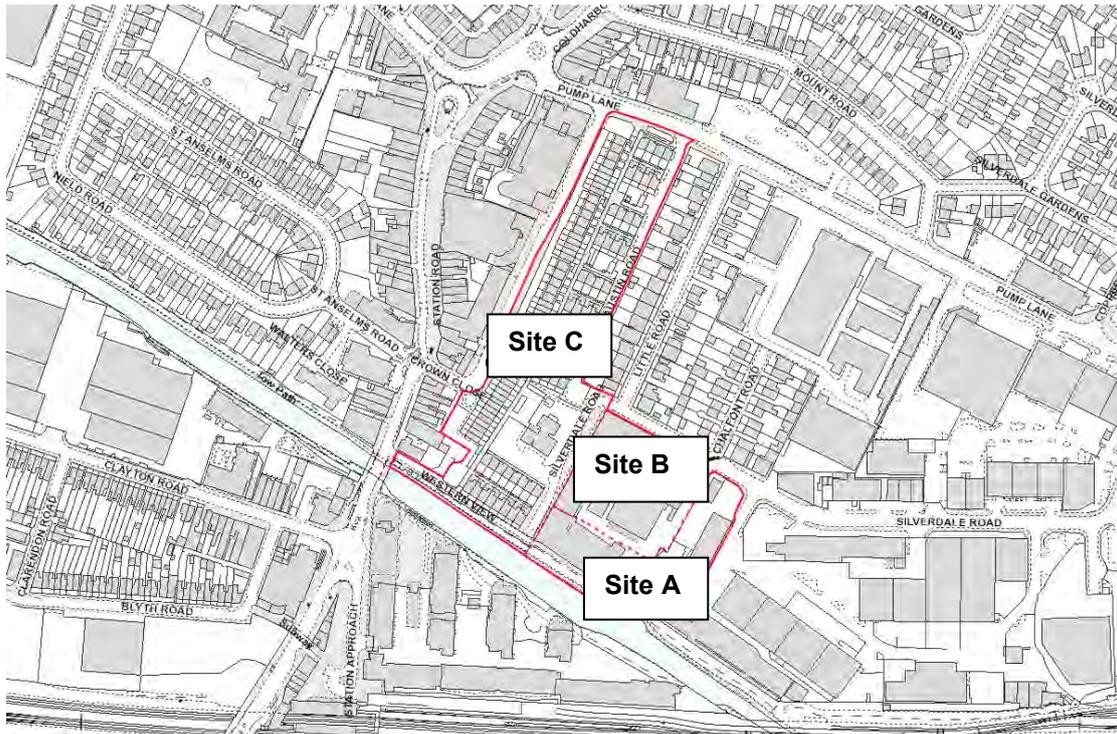
Site Information

Site name	Chailey Industrial Estate, Pump Lane	
	Site A	Site B
Ward	Townfield	
Location	Chailey Industrial Estate and Matalan store, Pump Lane	
Area (ha/sqm)	1.8 ha	0.8 ha
PTAL Rating	3	2/3
Proposed Development	Residential	Retail/Residential
Current Former UDP Designation	Industrial Business Area	
Proposed New Designation	None; adjacent to proposed Strategic Industrial Location	
Existing Use	Industrial Buildings	Existing retail unit
Relevant Planning History	No relevant history	
Proposed Number of Units	198	Proposed number of units to be determined by design.
Existing Units	0	
Net Completions	198 units	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; surface water ponding; Flood Risk Assessment required.	
Contamination	Potentially contaminated due to former land use. Land remediation may be required.	
Indicative Phasing	2016-2021	
Other information	<p>The number of residential units will be determined through a design-led process, to be agreed with Council officers.</p> <p>Site is identified for release to other uses in Hillingdon's Employment Land Study and Housing Trajectory.</p>	

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: Silverdale Road/Western View

Silverdale Road / Western View is considered suitable for release to residential-led mixed use development, subject to the following criteria:

Site A

- The provision of residential-led mixed use development on the site of 122 units.

Site B

- The provision of 119 residential units in accordance with the appropriate London Plan density range, to reflect the Council's latest evidence of on housing need.
- The retention of Locally Listed Buildings, which make a significant contribution to the character and historic value of the site.
- The proposals should include improved connectivity between Silverdale Road, Austin Road and Hayes Town Centre.
- The provision of appropriate new public open space.

Site C

- The provision of 400 residential units (gross) in accordance with the London Plan density range for urban locations, to reflect the Council's latest evidence on housing need.

New Homes

- The proposals should include improved connectivity between Silverdale Road, Western View, Austin Road and Hayes Town Centre.
- The provision of appropriate new public open space.
- Proposals should include high quality design to fully integrate with the Grand Union Canal, ensure canal-side access and promote canal-side activity to maximise 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 A, B and C

- 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	Site C
Ward	Townfield	Townfield	Townfield
Location	Craufurd Business Park, Silverdale Road	Craufurd Business Park, Silverdale Road	East of Crown Close
Area (ha/sqm)	0.7	0.7	2.3
PTAL Ratings	3 to 5		
Proposed Development	Residential-led mixed use		
CurrentFormer UDP Designations	Industrial Business Area; adjacent to Strategic Canal and River Corridor,	Industrial Business Area; adjacent to Hayes Town Centre; Locally Listed Building; adjacent to Strategic Canal and River Corridor	Hayes Town Centre; adjacent to Strategic Canal and River Corridor, adjacent to Locally Listed Buildings
Proposed-New Designations	Adjacent to Strategic Industrial Location	None	Hayes Town Centre

New Homes

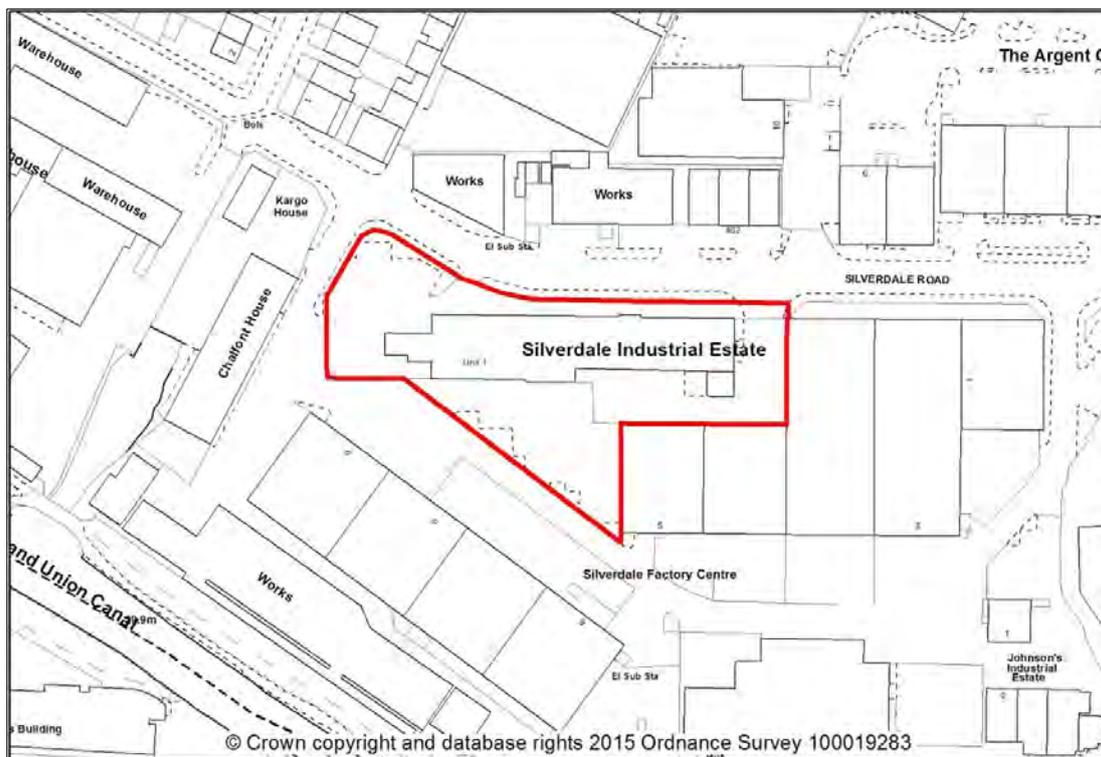
Site Name	Silverdale Road/Western View		
Existing Use	Industrial	Industrial	Residential
Relevant Planning History (Most Recent)	Applications ref: 71374/APP/2016/4027: the demolition of the existing buildings and the construction of new buildings, ranging from four to nine storeys, comprising 122 residential units (Use Class C3) and 227sqm of flexible commercial space (Use Class A1, A3, B1, D1 or D2). The proposals include also associated landscaping, parking and infrastructure works and the refurbishment and extension of Shackles Dock.	No relevant planning history	No relevant planning history
Proposed Number of Units	122	119	400
Existing Units	0	0	278
Net Completions	122 units	119	122
Infrastructure Considerations	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	2021-2026	2021-2026
Other information	Consultation will be required with the Canal & River Trust. Site identified in the Hillingdon Housing Trajectory	Consultation will be required with the Canal & River Trust. Site identified in the Hillingdon Housing Trajectory.	Includes Council owned land; consultation will be required with the Canal & River Trust

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 properly considered.



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. Development proposals should integrate with surrounding industrial uses and including suitable mitigation measures from neighbouring uses where required.

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.

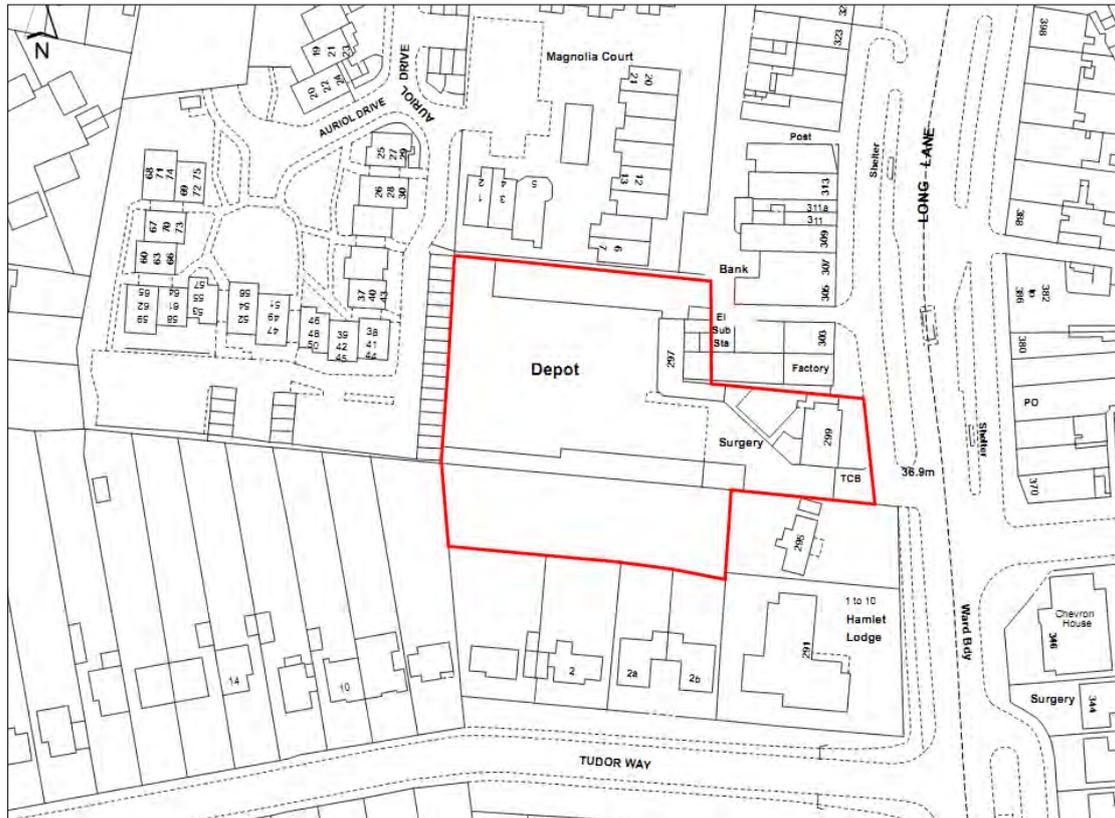
Site Information

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
CurrentFormer UDP Designations	Industrial Business Area; Listed Building
ProposedNew Designations	None
Existing Use	Industrial
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	36
Existing Units	0
Net Completions	36
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: Long Lane, Hillingdon

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

- Provision of 33 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.

New Homes

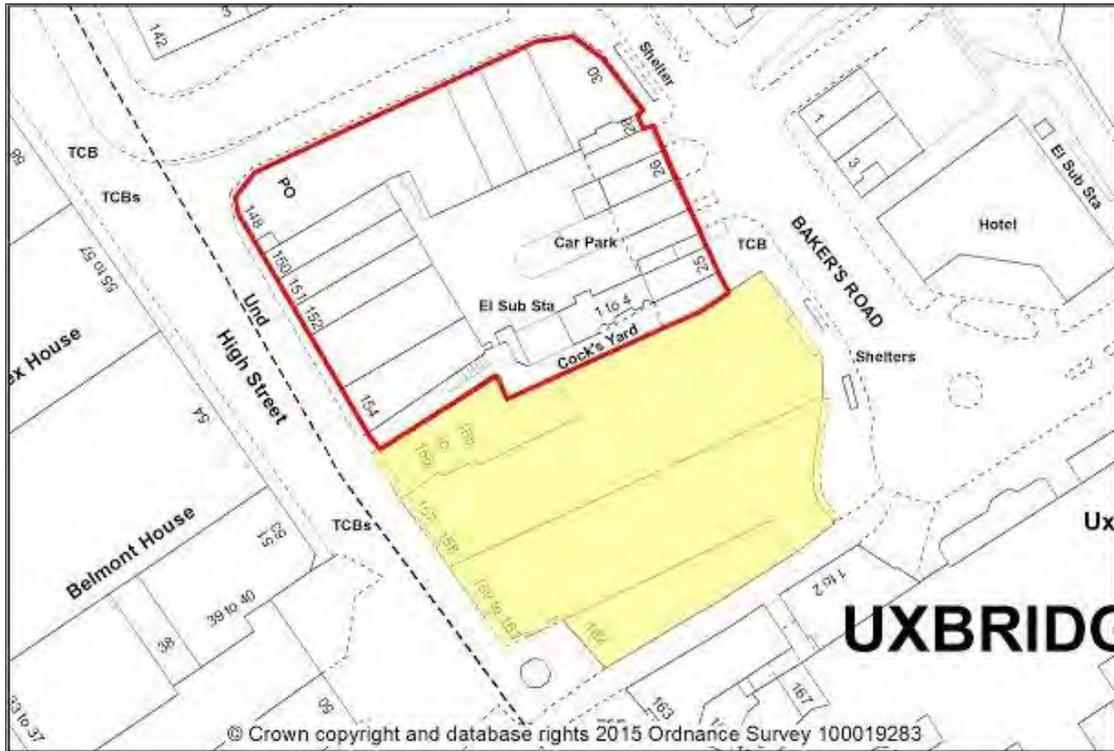
Site Information

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
CurrentFormer UDP Designations	Local Centre, North Hillingdon
ProposedNew Designations	None
Existing Use	Industrial/warehouse/commercial units
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	33
Existing Units	0
Net Completions	33 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	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 residential-led mixed use development, including other main town centre uses.



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

The site is considered suitable for residential-led mixed use redevelopment 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;
- The redevelopment should sustain and enhance the significance of the adjacent Conservation Area and its setting;
- The Council will expect redevelopment proposals to reflect the scale and character of the surrounding townscape and have regard to the setting of the Old Uxbridge and Windsor Street Conservation Area and Listed Buildings. Whilst the London Plan density guidance indicates a development potential of up to 120 units,

New Homes

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.

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
CurrentFormer UDP Designations	Uxbridge Town Centre; Primary Shopping Area, Archaeological Priority Area; adjacent to Conservation Area
ProposedNew Designations	Archaeological Priority Area
Existing Use	Retail
Relevant Planning History (Most recent)	No relevant history
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	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.

New Homes

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 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: St Andrew's Park – Annington Homes Site

The Council will support the following development on the site:

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

New Homes

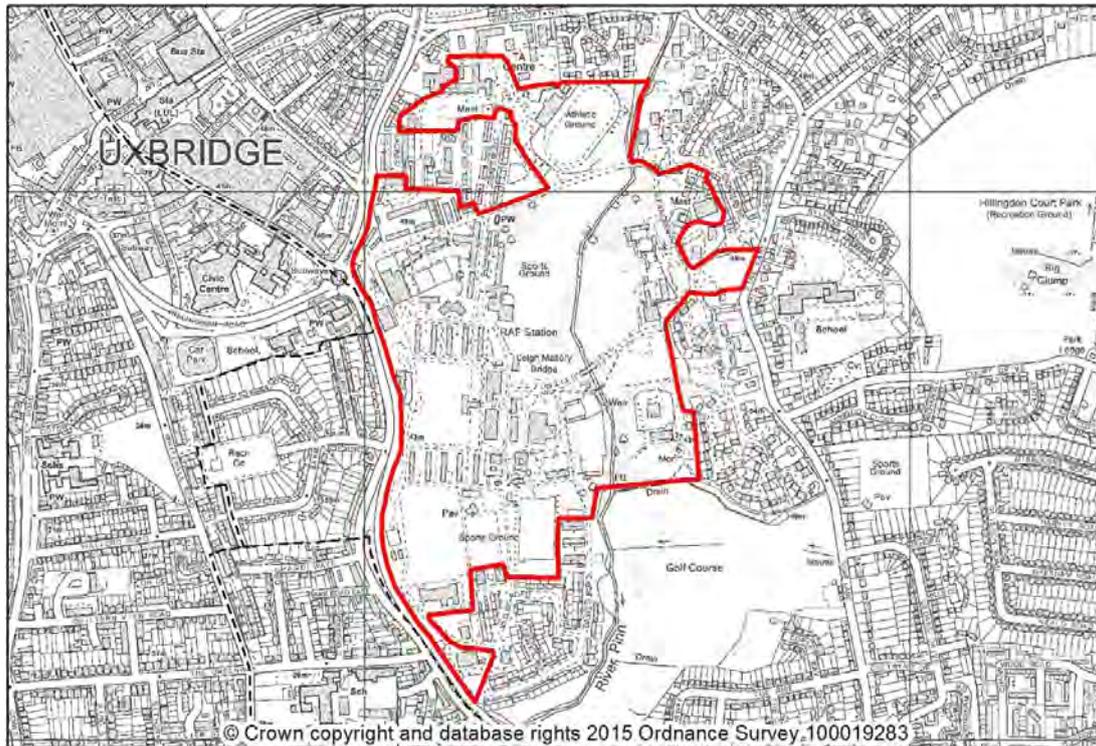
Site Information

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
CurrentFormer UDP Designations	None; adjacent to Green Chain link
ProposedNew Designations	None
Existing Use	Former RAF Uxbridge
Relevant Planning History (Most recent)	No relevant history
Proposed Number of Units	330
Existing Units	0
Net Completions	330 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	2021-2026
Other information	None

New Homes

St Andrews Park, Uxbridge

St Andrews Park is identified for high quality residential-led mixed use development, accommodating 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: 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;
- 14,000sqm 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

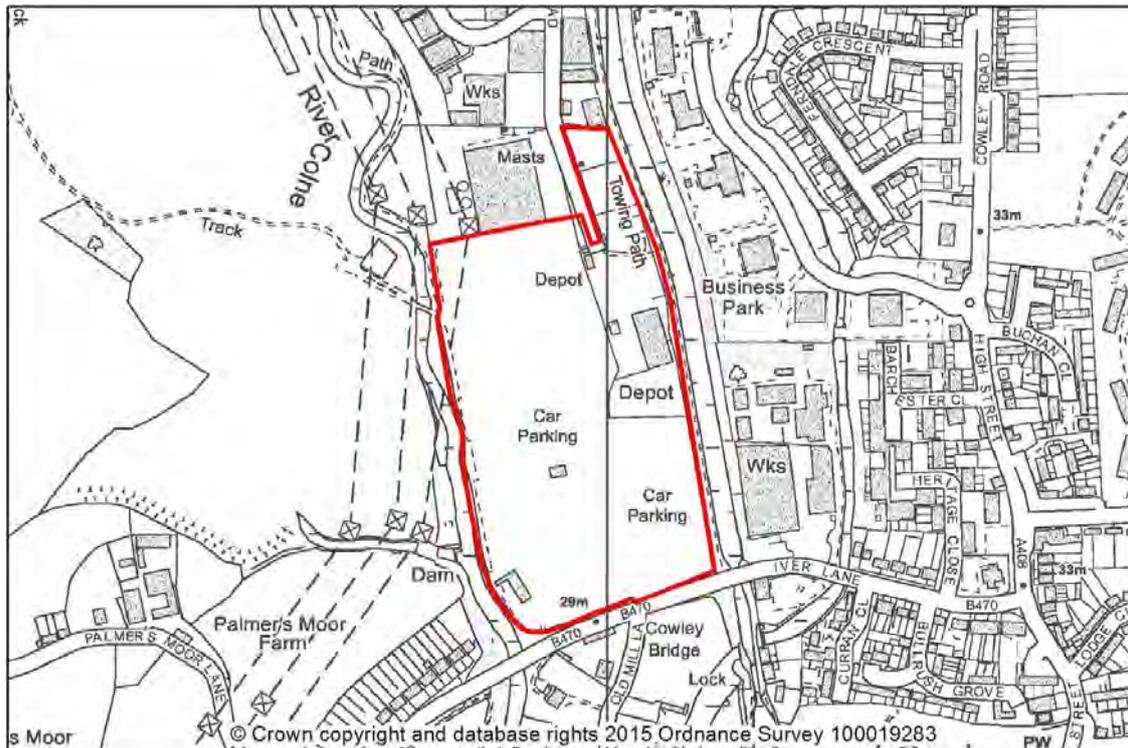
Site Information

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/Former 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 Approval on 18.01.2012
Proposed Number of Units	1,340
Existing Units	0
Net Completions	232 units to be completed 2011-2016, 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.

New Homes

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 for 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 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

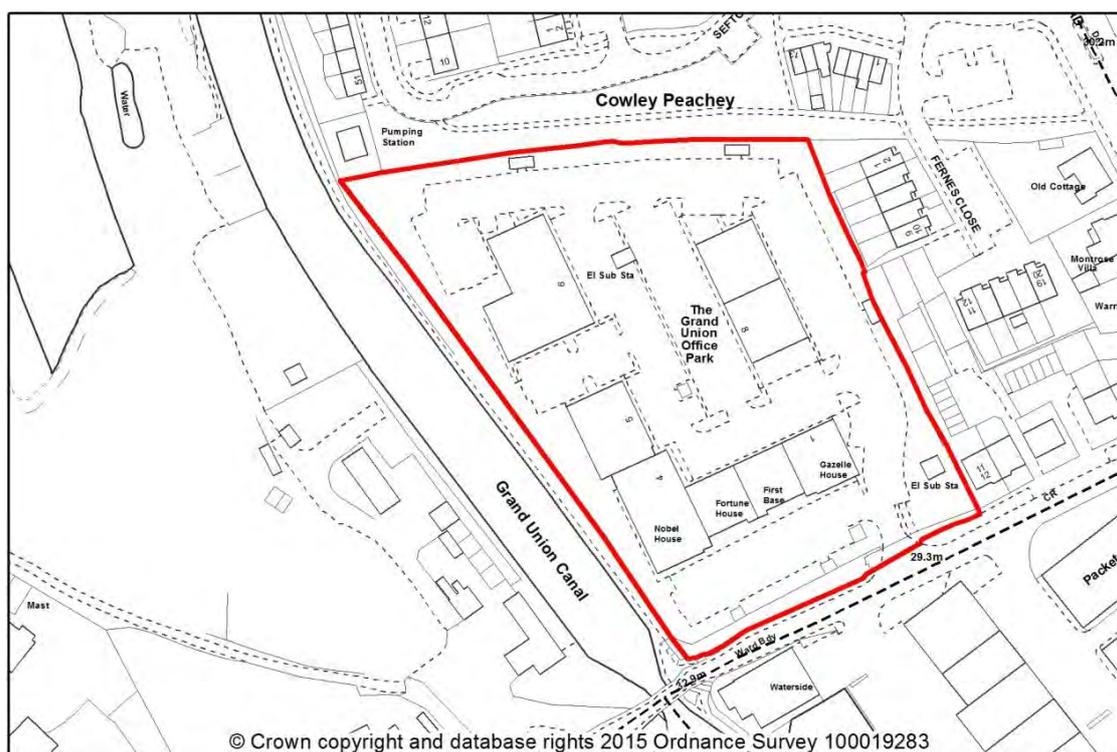
Site Information

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/Former 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 [broad parameters of 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 Former 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

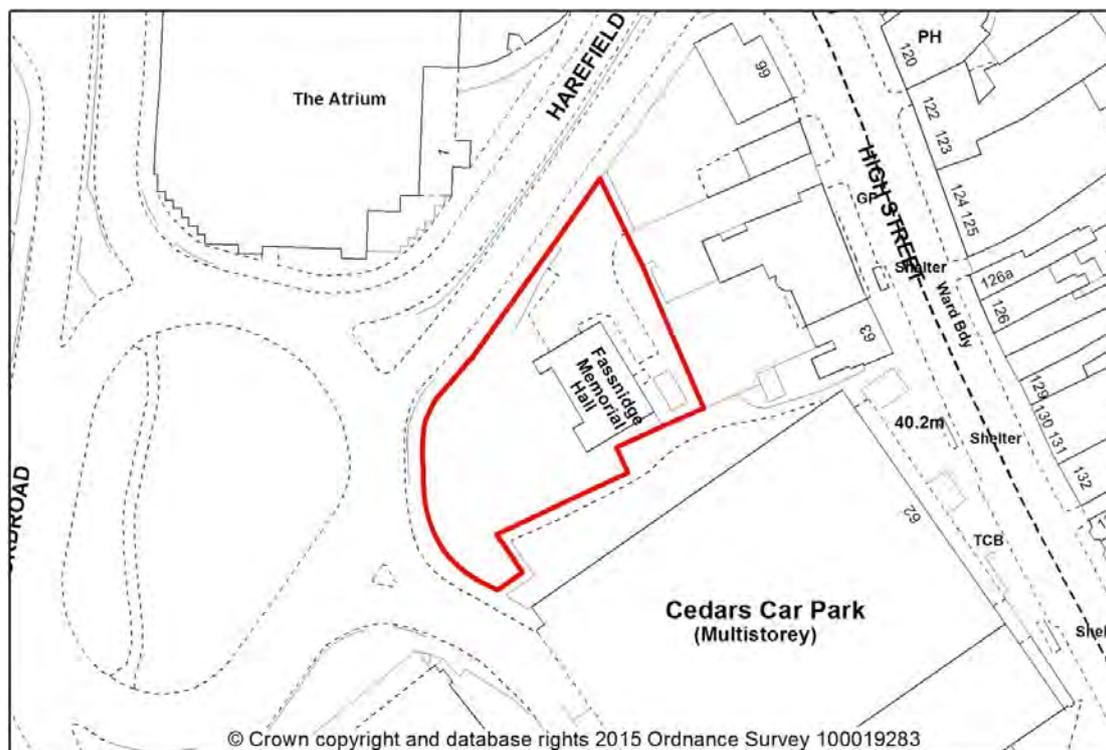
New Homes

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	251	
Existing Units	0	
Net Completions	251 units	
Infrastructure Considerations and Constraints	None	
Flood Risk	Flood Zone 1	
Contamination	<p>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.</p>	
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 [broad parameters of](#) 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/Former 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	80
Existing Units	0
Net Completions	80 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

Waterloo Wharf, Uxbridge

The site of Waterloo Wharf is located to the south of Uxbridge town centre. The Council granted planning consent for residential development in 2017 for the development of 52 units.



POLICY SA 31A: Waterloo Wharf, Uxbridge

The Council will support the provision of a residential development on the site of 52 units.

The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 43016/APP/2016/2840).

Site Information

Site name	Waterloo Wharf, Uxbridge
Ward	Uxbridge South
Location	Waterloo Road
Area (ha/sqm)	0.4
PTAL Rating	3
Proposed Development	Residential-led mixed use
Current/Former UDP Designation	Conservation Area

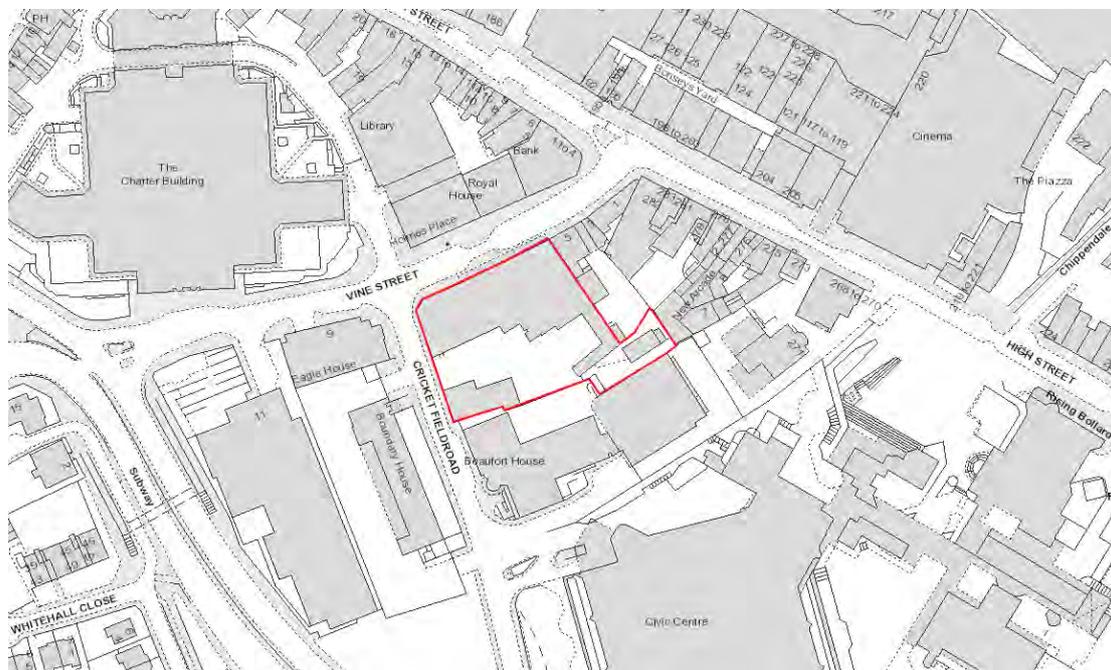
New Homes

Site name	Waterloo Wharf, Uxbridge
Proposed New Designation	None
Existing Use	Commercial Units
Relevant Planning History	Application Ref: 43016/APP/2016/2840 Demolition of existing buildings. Erection of 4 storey building containing 52 apartments and commercial unit together with associated car parking, access and landscaping.
Proposed Number of Units	52
Existing Units	0
Net Completions	52
Infrastructure Considerations and Constraints	In line with the conditions of the planning application.
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 Randalls Building Uxbridge

The site of the Randalls Building is located within Uxbridge town centre. The Council granted planning consent for mixed use development in 2017.



POLICY SA 31B: Former Randalls Building, Uxbridge

The Council will support the provision of mixed use development on the site of 58 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 41309/APP/2016/3391).

Site Information

Site name	Randalls Building, Uxbridge
Ward	South Uxbridge
Location	Vine Street
Area (ha/sqm)	0.3
PTAL Rating	5
Proposed Development	Mixed Use
CurrentFormer UDP Designation	Uxbridge Town Centre; Conservation Area; Listed Building
ProposedNew Designation	None
Existing Use	Former department store

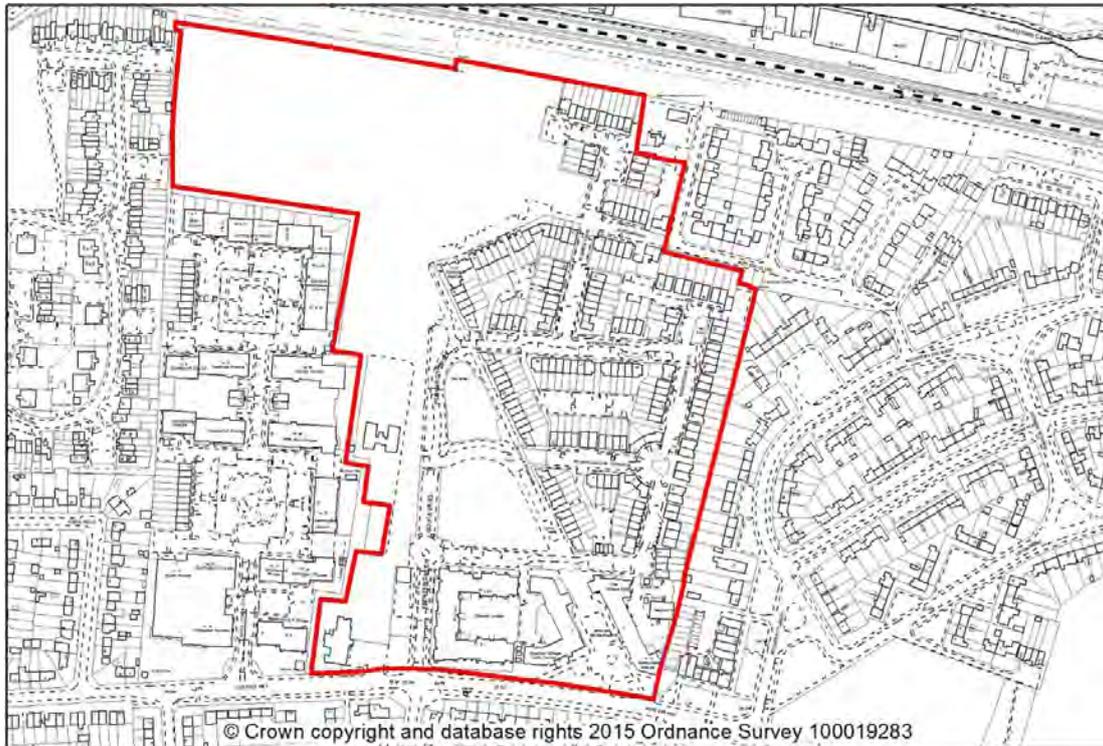
New Homes

Site name	Randalls Building, Uxbridge
Relevant Planning History	Application Ref: 41309/APP/2016/3391 Change of use of the site to mixed -use development.
Proposed Number of Units	58
Existing Units	0
Net Completions	58
Infrastructure Considerations and Constraints	In line with the conditions of the planning application.
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 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: 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 x 3-bedroom flats, 181 x 3-bedroom houses, 59 x 4-bedroom houses and 9 x 5-bedroom houses;
- Class D1 Primary Healthcare facility including room for joint community use (up to 1,085sqm GEA); Class C2 Nursing Home (up to 3,630 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

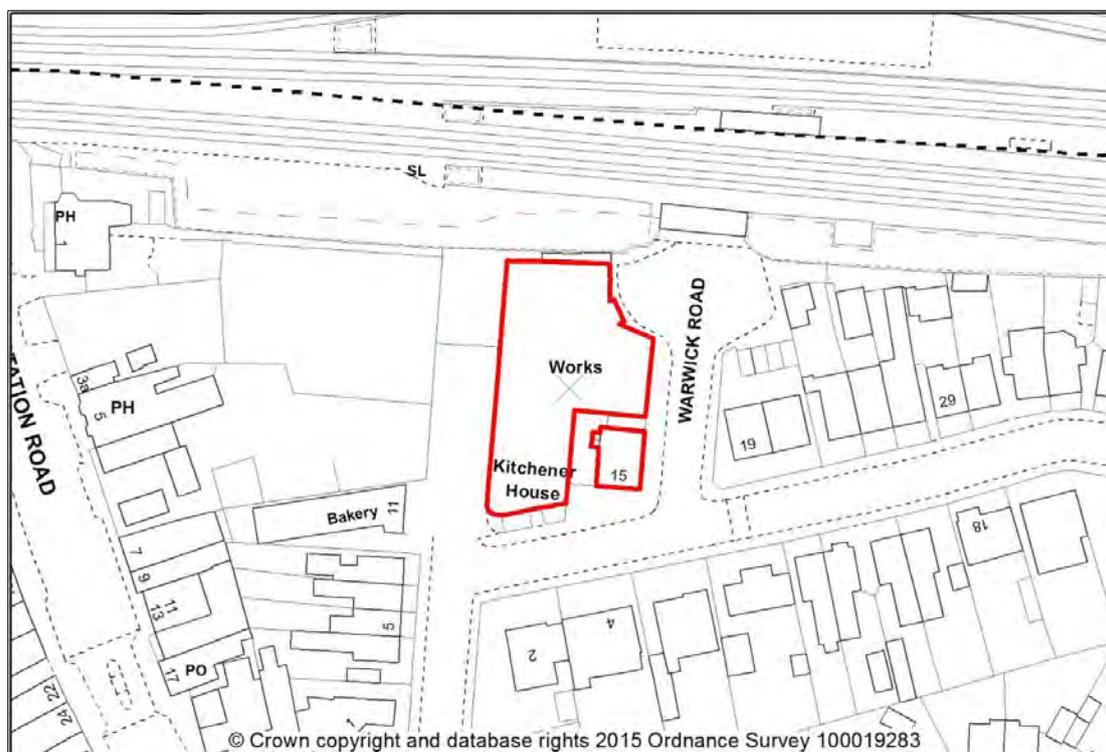
Site Information

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
CurrentFormer UDP Designations	Industrial Business Area
ProposedNew 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 3,630sqm 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, 1,085 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	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
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 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/Former 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 units
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 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/Former UDP Designations	Yiewsley Town Centre, Secondary Shopping Area
Proposed-New Designation	None
Existing Use	Public House

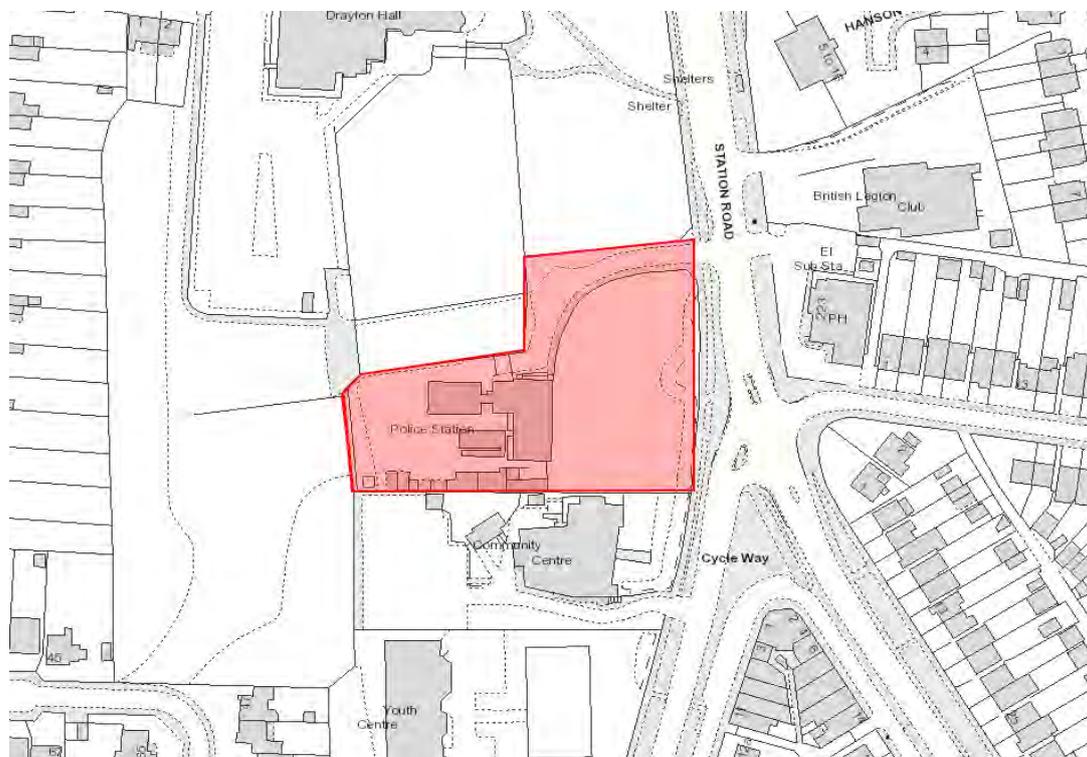
New Homes

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 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

New Homes

West Drayton Police Station

The site of the former West Drayton Police Station is located to the south of West Drayton town centre. The Council granted planning consent for residential development in 2014.



POLICY SA 34A: West Drayton Police Station

The Council will support the provision of residential development on the site of 43 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site specific constraints (Ref: 12768/APP/2014/1870).

Site Information

Site name	West Drayton Police Station
Ward	West Drayton
Location	Station Road
Area (ha/sqm)	0.55 ha
PTAL Rating	2
Proposed Development	Residential
CurrentFormer UDP Designations	Conservation Area
Proposed New Designation	Conservation Area
Existing Use	Police Station
Relevant Planning History	Application Ref: 12768/APP/2014/1870 Demolition of the existing Police Station, outbuildings and concrete hardstandings, part retention of the listed walls and the construction of 12 semi-detached houses,

New Homes

Site name	West Drayton Police Station
	together with a 4 storey block of 31 flats, with associated car and cycle parking and access road. Approval on 10.06.2014
Proposed Number of Units	43
Existing Units	0
Net Completions	43
Infrastructure Considerations and Constraints	In line with the conditions of the planning application.
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 Royal British Legion Building

The site of the former Royal British Legion Building is located to the south of West Drayton town centre. The Council granted planning consent for residential development in 2017.



POLICY SA 34B: Former Royal British Legion Building

The Council will support the provision of residential development on the site of 13 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 11332/APP/2016/1595).

Site Information

Site name	Former Royal British Legion Building
Ward	West Drayton
Location	Station Road
Area (ha/sqm)	0.3
PTAL Rating	2
Proposed Development	Residential
Current Former UDP Designations	None
Proposed New Designation	None
Existing Use	Former Royal British Legion Building

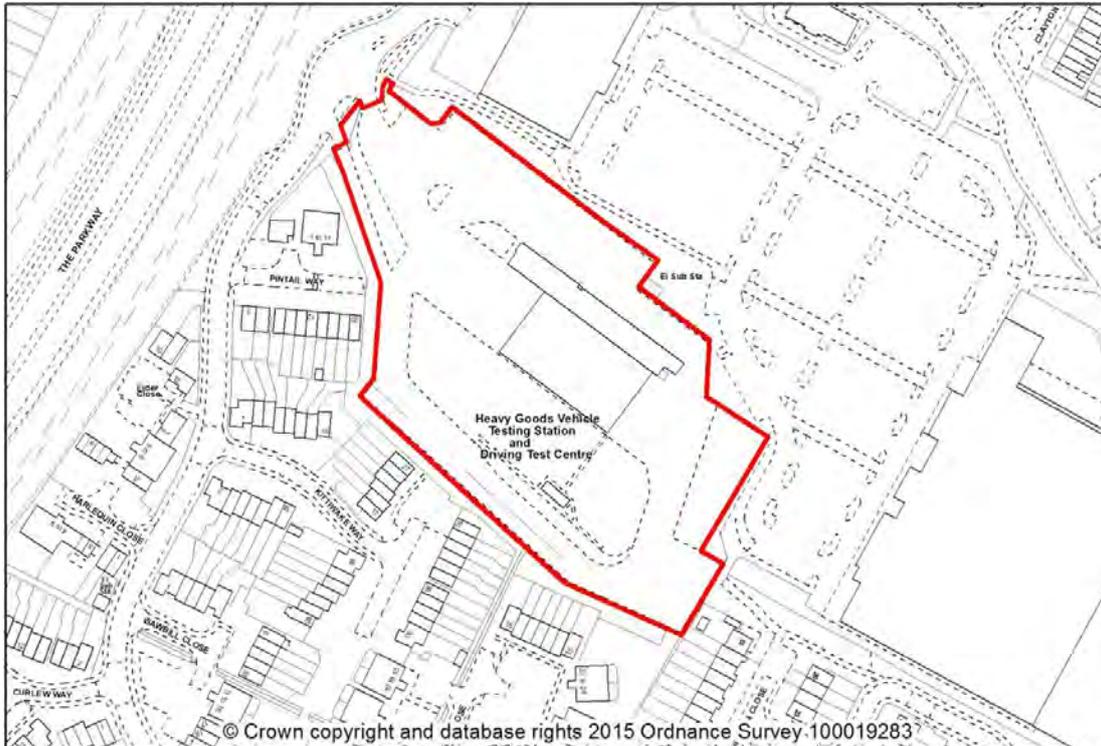
New Homes

Relevant Planning History	Application Ref: 11332/APP/2016/1595 Erection of 13 terrace dwellinghouses with associated parking, landscaping and external works, following demolition of existing building. Approval on 19.06.17
Proposed Number of Units	13
Existing Units	0
Net Completions	13
Infrastructure Considerations and Constraints	In line with the conditions of the planning application.
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: Former Vehicle Testing Station, Cygnet Way, Hayes

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

- Development of residential units; and
- Development proposals should respect the surrounding suburban character of residential uses.

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 Former UDP Designations	None
Proposed New Designations	None
Existing Use	Vehicle Testing Centre
Relevant Planning History (Most recent)	No relevant 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	2021-2026
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. 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 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.
- 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.

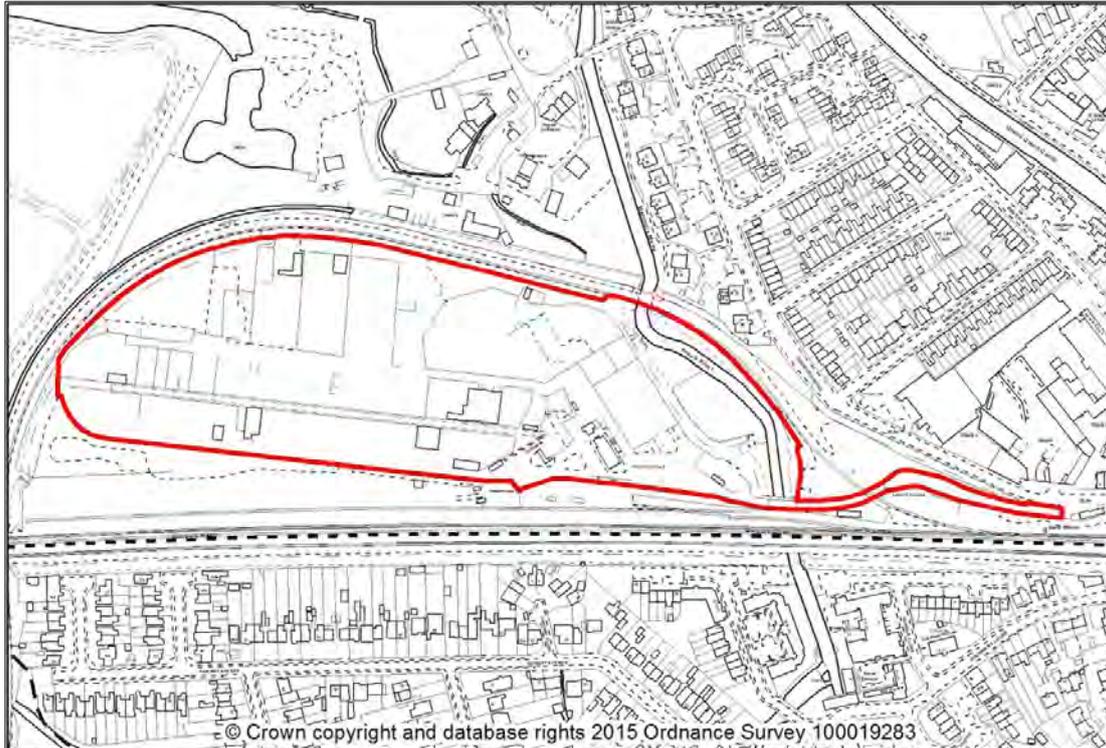
New Homes

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 Former UDP Designations	Industrial Business Area
Proposed New Designations	None
Existing Use	Self storage facility
Relevant Planning History (Most recent)	No relevant 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	2021-2026
Other Information	The potential for residential moorings will be explored as part of the development scheme for this site. Site identified in the Hillingdon Housing Trajectory.

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

New Homes

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.

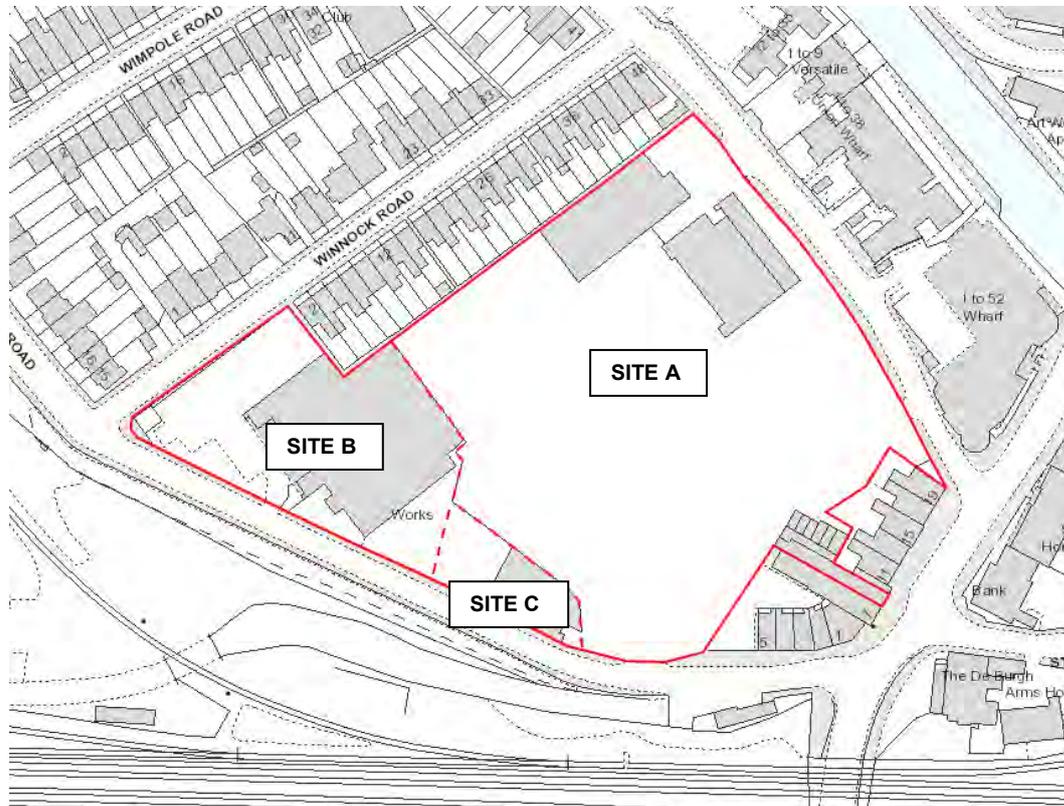
Site Information

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
CurrentFormer 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)	No relevant history
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 in Yiewsley Town Centre, in close proximity to West Drayton Railway Station. In 2013 planning permission was granted for a residential-led mixed use development on the site.



POLICY SA 38: Padcroft Works and COMAG

Site A: Padcroft Works

The site should be developed in accordance with the broad parameters of the approved scheme subject to site-specific constraints (Ref: 45200/APP/2014/3638).

Site B: COMAG I

The Council will support proposals for residential development on Site B, in accordance with London Plan density guidelines and subject to the agreement of design principles. Proposals should integrate with and complement development on adjacent sites.

Site C: COMAG II

The Council will support proposals for residential development on Site C, in accordance with London Plan density guidelines and subject to the agreement of design principles. Proposals should integrate with and complement development on adjacent sites.

Key principles for all three sites

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

New Homes

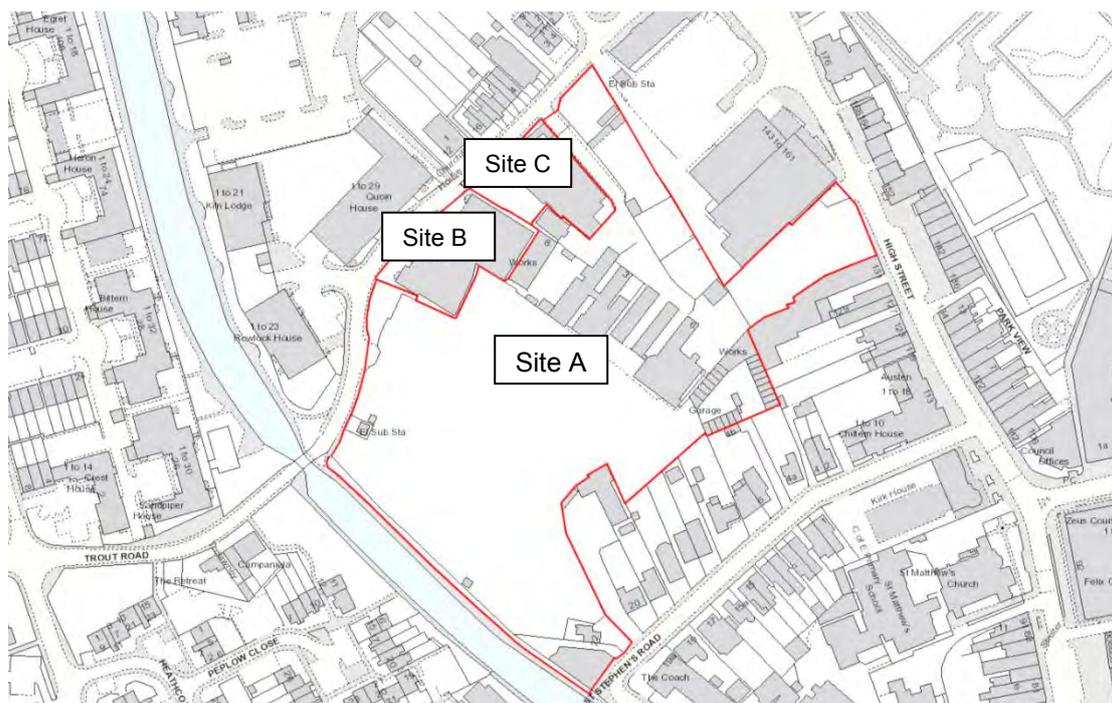
Site Information

Site name	Site A: Padcroft Works	Site B: COMAG I	Site C: COMAG II
Ward	Yiewsley		
Location	Tavistock Road	Winnock Road	Winnock Road
Area (ha/sqm)	1.6 ha	0.3	0.06
PTAL Rating	3 and 4	3	3
Proposed Development	Mixed-use	Residential-led	Residential-led
Current Former UDP Designation	Industrial Business Area		
Proposed New Designation	None		
Existing Use	Industrial		
Relevant Planning History	Residential-led mixed use development to deliver 315 units (ref 45200/APP/2014/363). Approved subject to S106.	None	None
Proposed Number of Units	315	100	To be determined by design
Existing Units	None	None	None
Net Completions	315	100	To be determined by design
Infrastructure Considerations and Constraints	Drainage strategy is in place	To be negotiated as part of the planning application for development on the site.	To be negotiated as part of the planning application for development on the site.
Flood Risk	Flood Zone 1, Surface Water Flooding		
Contamination	Any potential contamination will be addressed through the discharge of an appropriate planning condition		
Indicative Phasing	2016-2021	2021-2026	2021-2026
Other information	Crossrail and HS2 200 metre buffer zone. Site identified in the Hillingdon Housing Trajectory.	None	None

New Homes

Trout Road, Yiewsley

The site comprises a parcel of land bound to the south by the Grand Union Canal and St Stephen's Road and to the North-West by Trout Road. The Council has granted planning permission for the provision of 149 residential units as part of a mixed used development on Site A and 44 residential units on Site B. The principle of residential development is supported on Site C, subject to the agreement of design, layout and massing details with the Council.



POLICY SA 39: Trout Road, Yiewsley

The Council will support development proposals that contribute to the regeneration of Yiewsley Town Centre.

Site A

The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 38058/APP/2013/1756).

Site B

The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (Ref: 3678/APP/2013/3637).

Site C

The principle of residential development is supported, subject to the agreement of design, layout and massing details with the Council.

New Homes

Site Information

Site Name	Trout Road, Yiewsley		
	Site A	Site B	Site C
Ward	Yiewsley	Yiewsley	Yiewsley
Location	Rainbow and Kirby Industrial Estates, Trout Road	Caxton House, Trout Road	Onslow Mills
Area (ha/sqm)	2.7	0.18	0.13
PTAL Ratings	2	2	2
Proposed Development	Mixed Use	Residential	Residential
CurrentFormer UDP Designations	Industrial Business Area; Yiewsley Town Centre; Archaeological Priority Zone		
ProposedNew Designations	None	None	None
Existing Use	Industrial buildings	Industrial buildings	Industrial buildings
Relevant Planning History (Most Recent)	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.	Erection of 44 residential apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings). Approval on 31.07.2014.	Application for residential development submitted
Proposed Number of Units	149	44	24
Existing Units	0	0	0
Net Completions	149 units	44 units	24

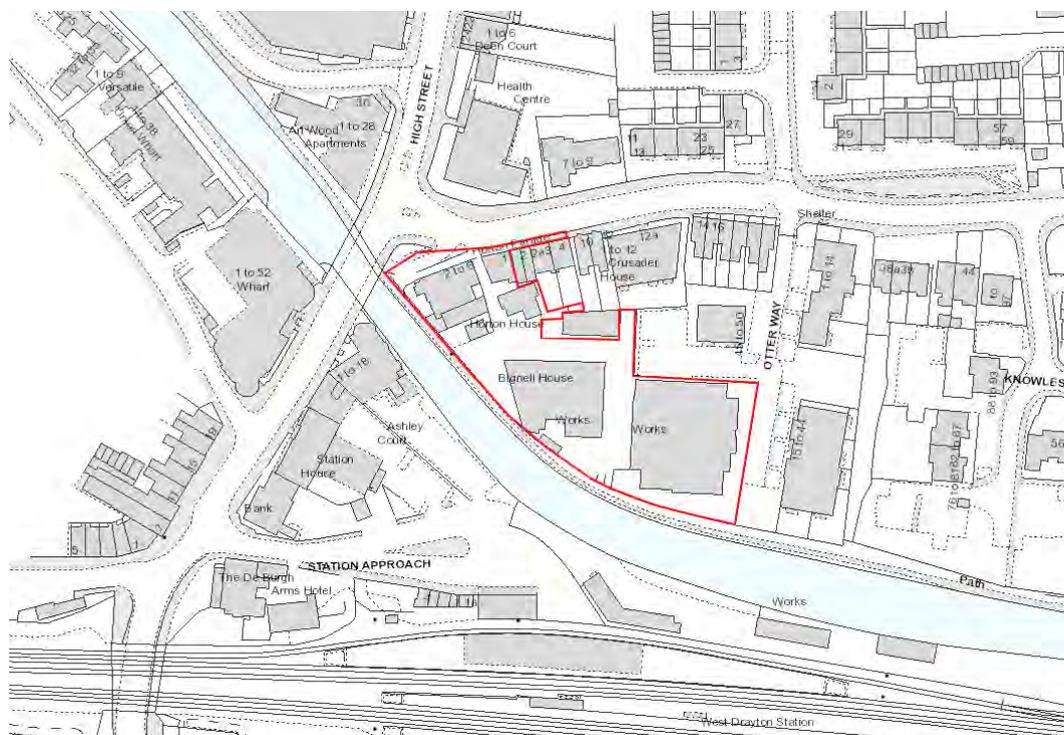
New Homes

Site Name	Trout Road, Yiewsley		
	Site A	Site B	Site C
Infrastructure Considerations	As per extant consent	As per extant consent	<p>Drainage infrastructure likely to be required. Site specific proposals should be discussed with Thames Water at the earliest possible stage.</p> <p>Further infrastructure considerations to be negotiated as part of the planning application.</p>
Flood Risk	Flood Zone 1	Flood Zone 1, surface flooding, Drainage Statement in place.	Flood Zone 1
Contamination	Any potential contamination will be addressed through the implementation and discharge of a suitable planning condition.		
Indicative Phasing	2016 - 2021	2016 - 2021	2021-2026
Other information	Site is identified in Hillingdon's Housing Trajectory and for release in the Council's Employment Land Study.	Site is identified for release in the Council's Employment Land Study. Habitat Survey in place.	None

New Homes

Land to the rear of 2-24 Horton Road

The Land to the rear of 2-24 Horton Road is located in West Drayton town centre. The Council granted planning consent for residential development in 2017.



POLICY SA 39A: Land to the rear of 2 - 24 Horton Road, Yiewsley

The Council will support the provision of residential-led mixed use development on the site of 86 units. The site should be developed in accordance with the broad parameters of the approved scheme, subject to site-specific constraints (71582/APP/2016/4582).

Site Information

Site name	Land to the rear of 2-24 Horton Road
Ward	Yiewsley
Location	Horton Road
Area (ha/sqm)	0.5
PTAL Rating	3
Proposed Development	Residential-led mixed use
Current/Former UDP Designation	Yiewsley Town Centre

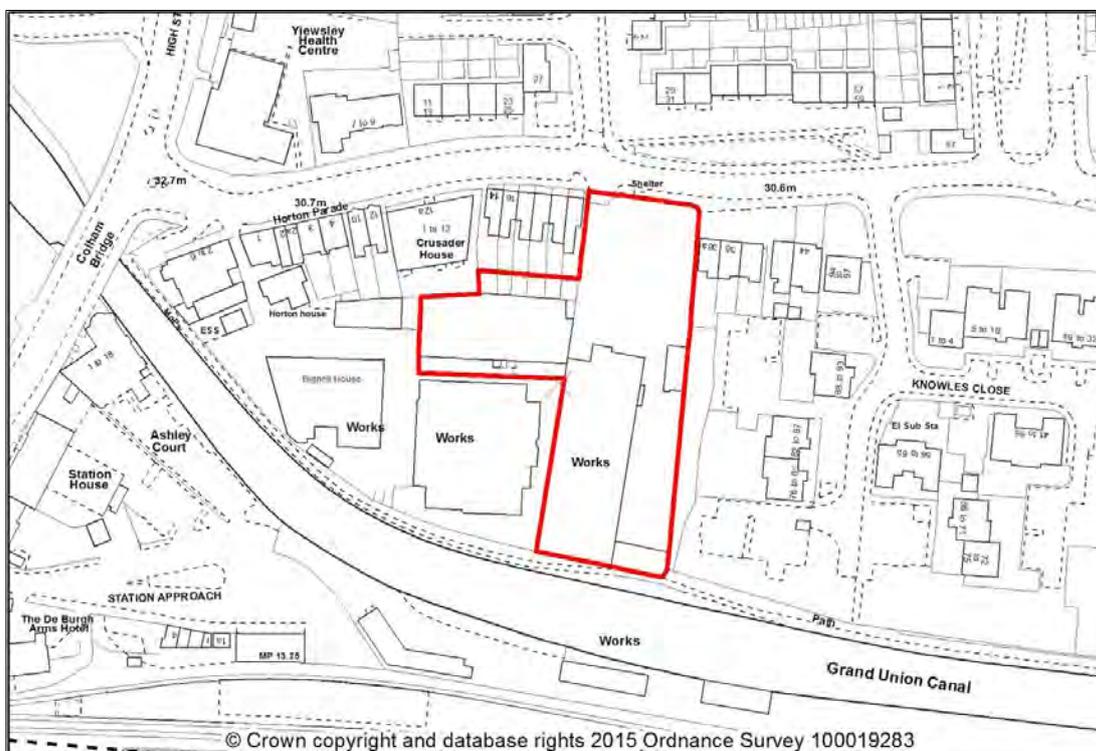
New Homes

Site name	Land to the rear of 2-24 Horton Road
Proposed New Designation	None
Existing Use	Industrial Units
Relevant Planning History	Application Ref: 71582/APP/2016/4582 Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies, together with one three-bed dwelling, Class A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access and relocated sub-station. Approval on 31.08.17
Proposed Number of Units	86
Existing Units	0
Net Completions	86
Infrastructure Considerations and Constraints	In line with the conditions of the planning application.
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

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 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/Former UDP Designations	Yiewsley Town Centre
Proposed-New Designation	None
Existing Use	Industrial buildings

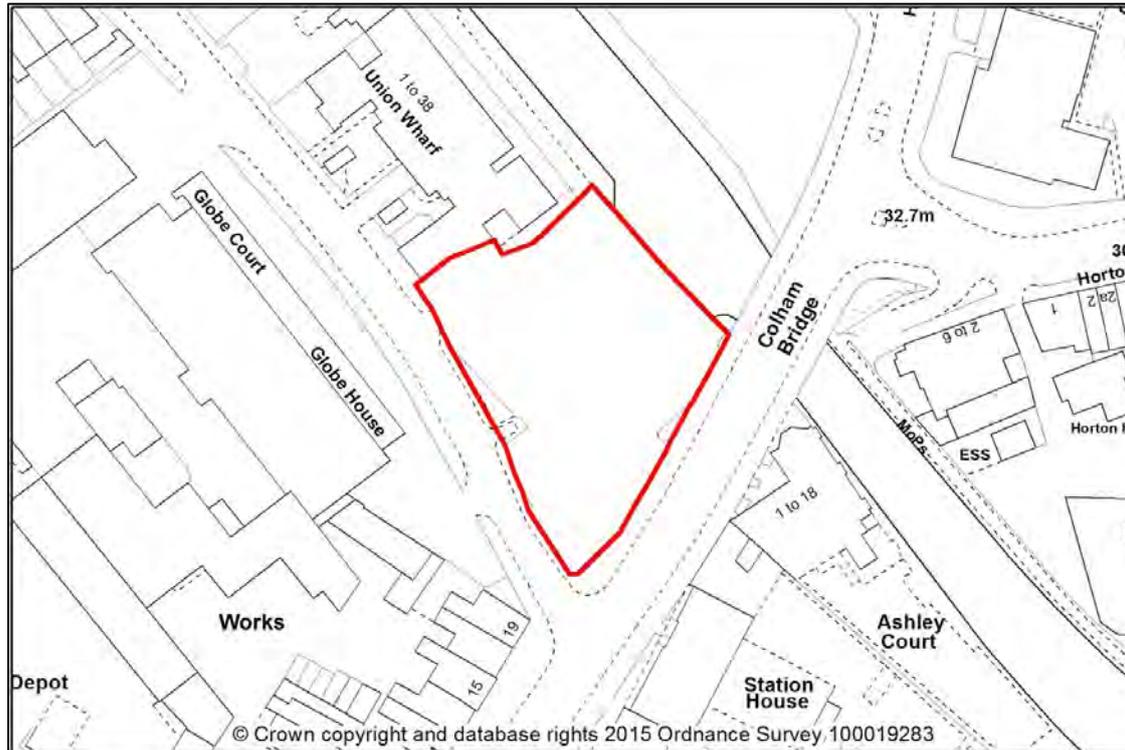
New Homes

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 Zone 1, 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 the provision of residential development on the site 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
CurrentFormer UDP Designations	Yiewsley Town Centre, Adjacent to Strategic Canal and River Corridor
ProposedNew 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 on 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, 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 state 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 Town Centre 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. 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 and 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 uses associated with Heathrow. Paragraph 2.82 of the London Plan highlights

REBALANCING EMPLOYMENT LAND

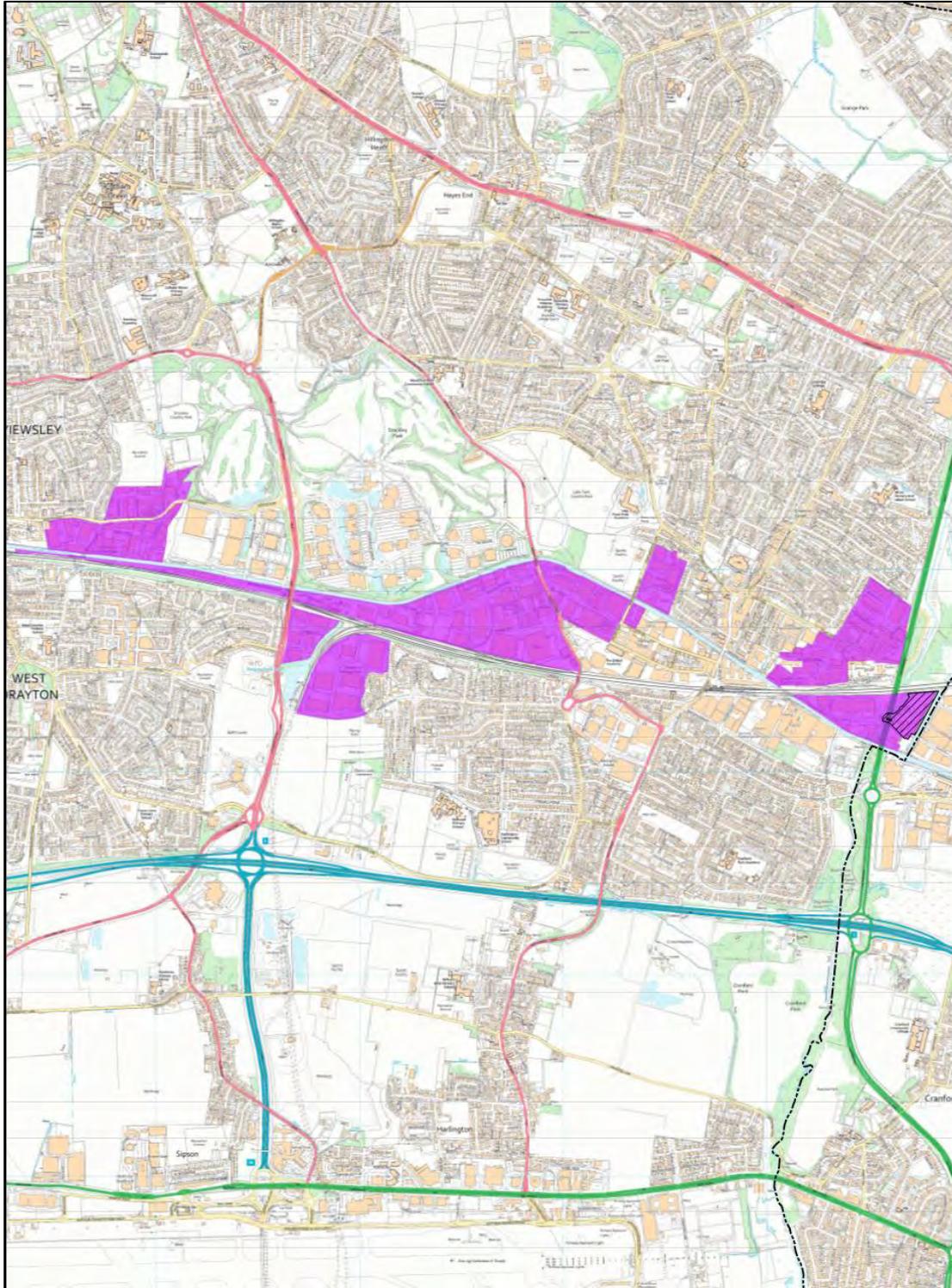
the importance of making strategic provision for logistics near Heathrow. As such, the following sections of the Hayes Industrial Area will be designated as Strategic Industrial Locations (Preferred Industrial Locations):

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



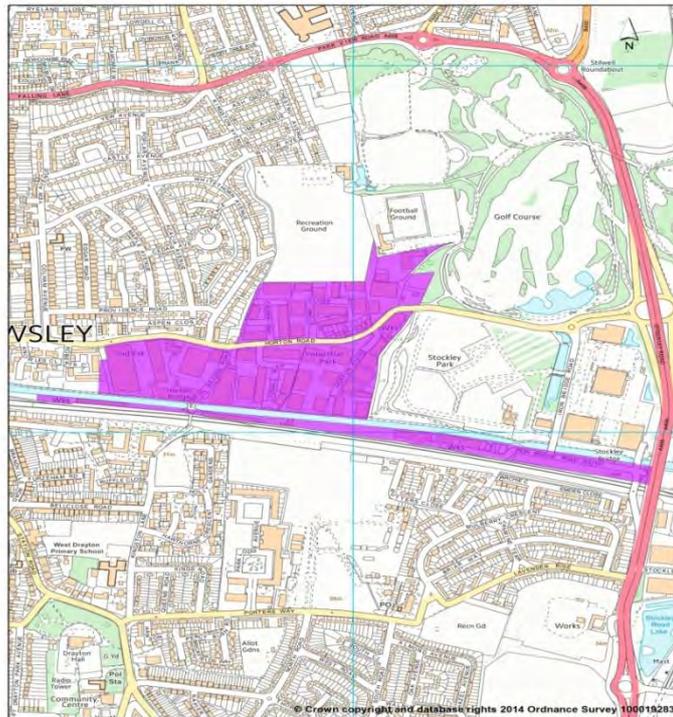
Aggregate Processing and Recycling Location

REBALANCING EMPLOYMENT LAND

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

1) Horton Road, Yiewsley

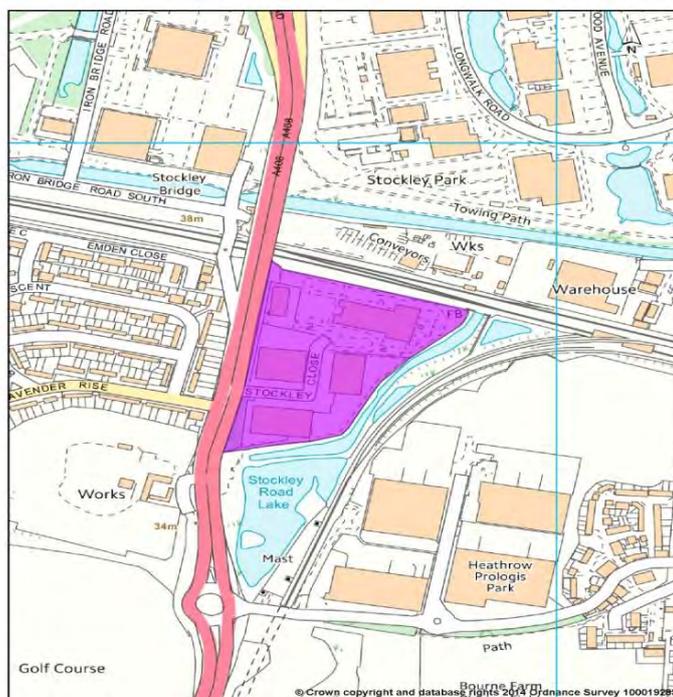
4.10 Horton Road is an active, designated Industrial Business Area which makes up part of the Hayes Industrial Area. The employment site retains a strong mix of industrial and warehousing businesses, employing local people. Consequently it is considered that Horton Road should retain its employment designation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

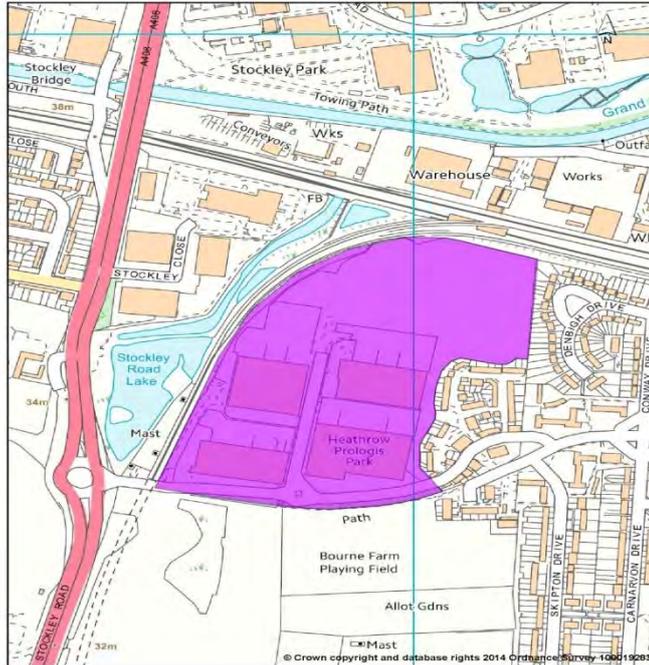


Rebalancing Employment Land
Stockley Close, Heathrow

REBALANCING EMPLOYMENT LAND

3) Prologis Park, Hayes

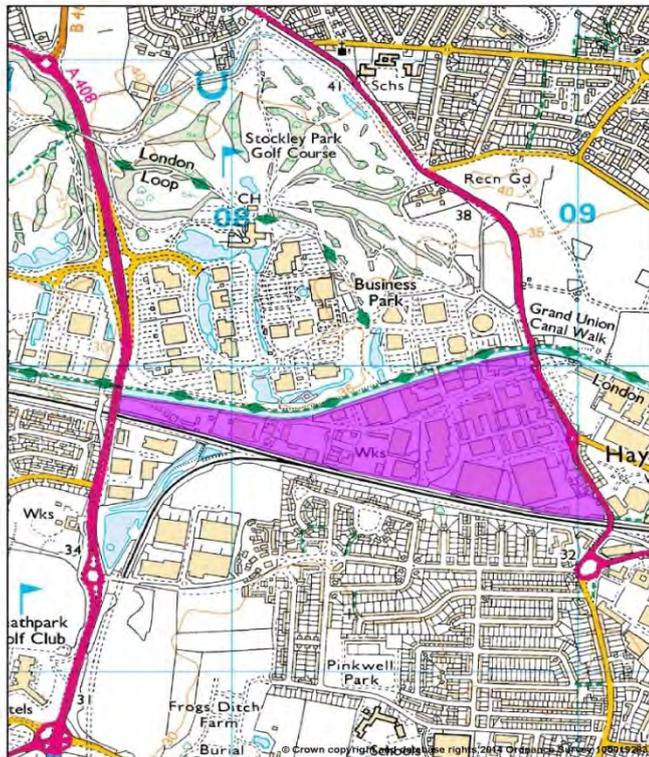
4.12 Prologis Park makes an important contribution to the Heathrow logistics market and constitutes a strategically significant industrial location.



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 a Preferred Industrial Location.

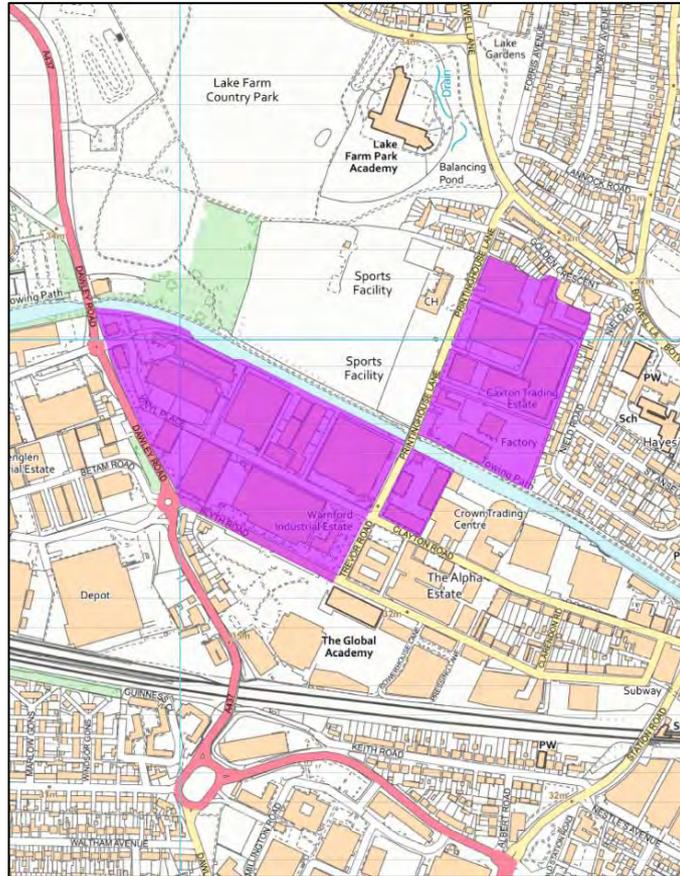


Rebalancing Employment Land
Rigby Lane / Swallowfield Way / Betham Road / Dawley Road West, Hayes, Hayes

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 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.

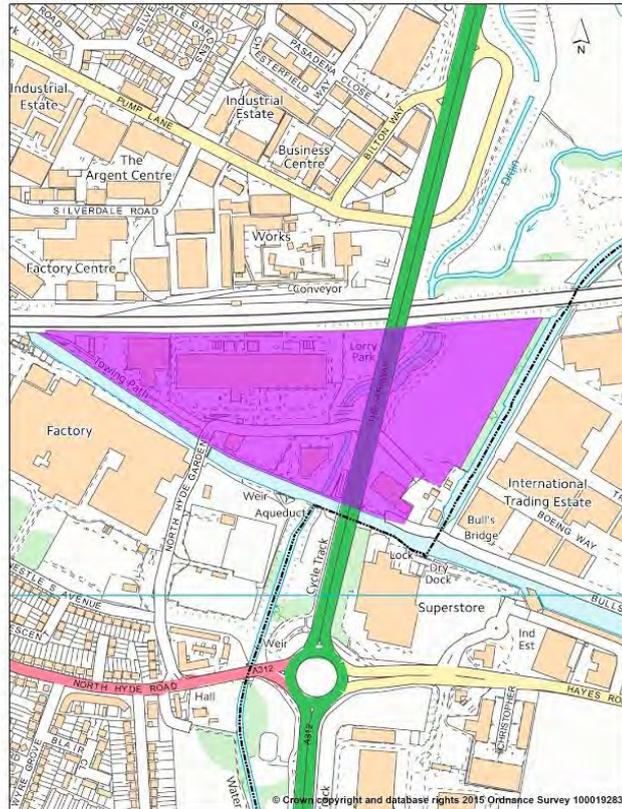


Rebalancing Employment Land
Blyth Road, Clayton Road, Printinghouse Lane, Hayes

REBALANCING EMPLOYMENT LAND

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 ~~current~~Formerly occupied by British Airways Engineering. The eastern part of the site has received planning permission for the provision of an aggregates recycling and processing plant. The site is proposed to be retained in employment use and should form part of the proposed Strategic Industrial Location.



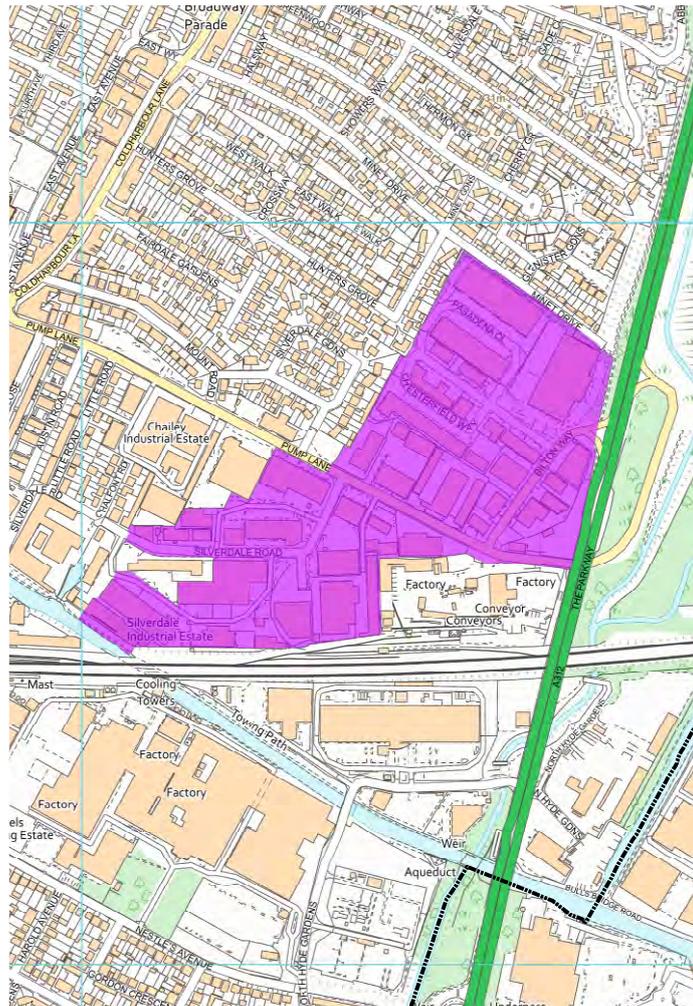
Rebalancing Employment Land
Bulls Bridge, North Hyde Gardens, Hayes

REBALANCING EMPLOYMENT LAND

7) Pump Lane, Hayes

4.16 Pump Lane is a vibrant industrial location with a wide range of businesses. 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 residential development in Policy SA 22.



Rebalancing Employment Land
Pump Lane, Hayes

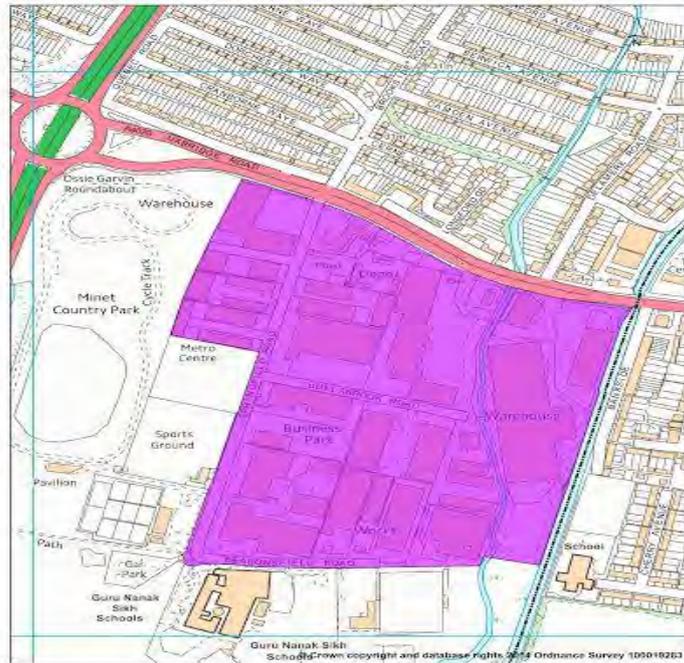
4.18 In addition, Benlow Works within the Silverdale Industrial Estate is identified for mixed use development and the existing railhead at Pump Lane is safeguarded for future aggregate use. The remaining area will form part of the proposed Preferred Industrial Location that is proposed to be retained.

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 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

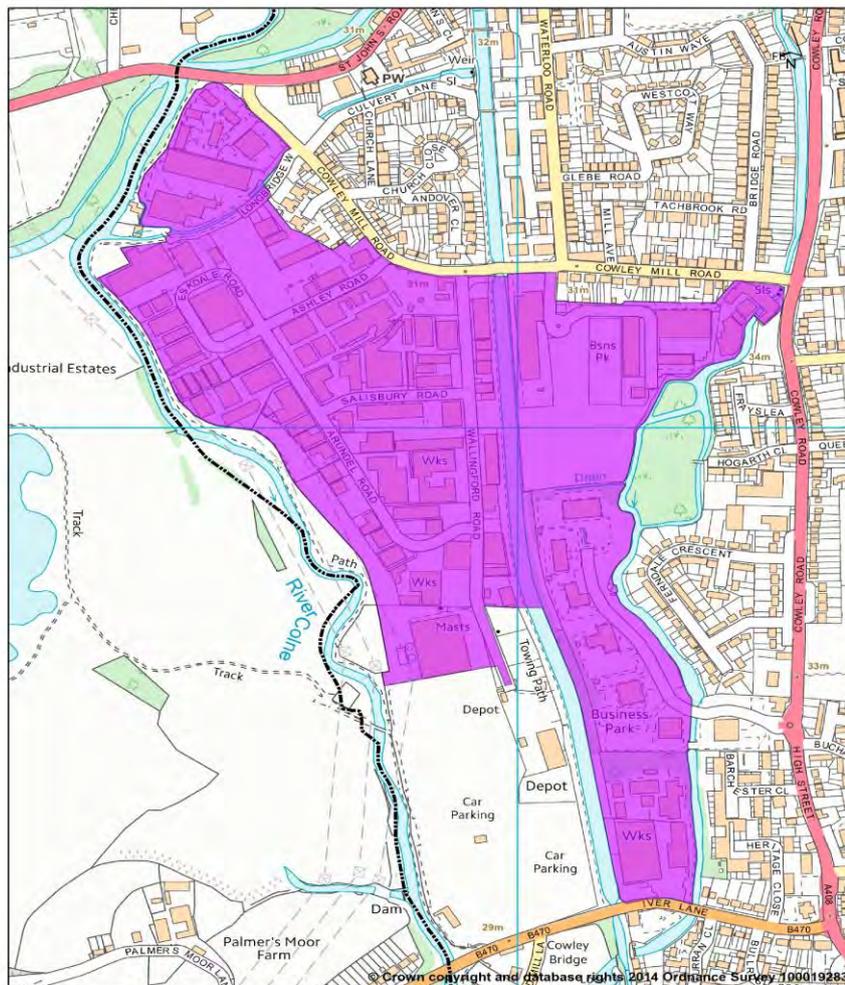
Uxbridge Industrial Estate

4.20 Uxbridge Industrial Estate is designated as a Preferred Industrial Location. It 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 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 release to residential-led mixed use development elsewhere in this Plan.

4.22 The boundary of the existing IBA ~~will~~ has been redrawn as proposed in the Council's Employment Land Study 2009 and updated in 2014.

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



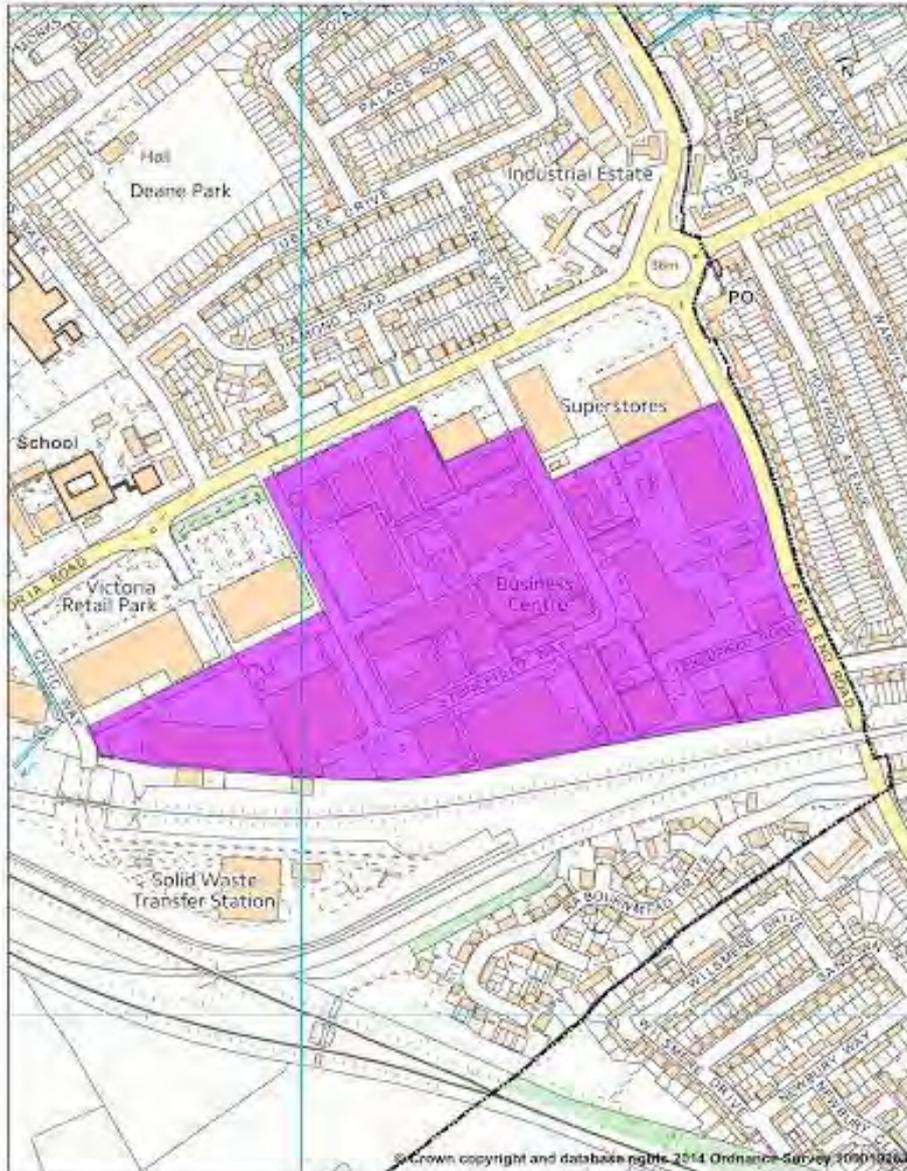
Rebalancing Employment Land
Proposed extent of Uxbridge Industrial PIL

REBALANCING EMPLOYMENT LAND

Stonefield Way

4.23 Stonefield Way has benefitted from significant improvements in recent years. Map E shows the area ~~to be~~ designated as a Strategic Industrial Location - Preferred Industrial Location.

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



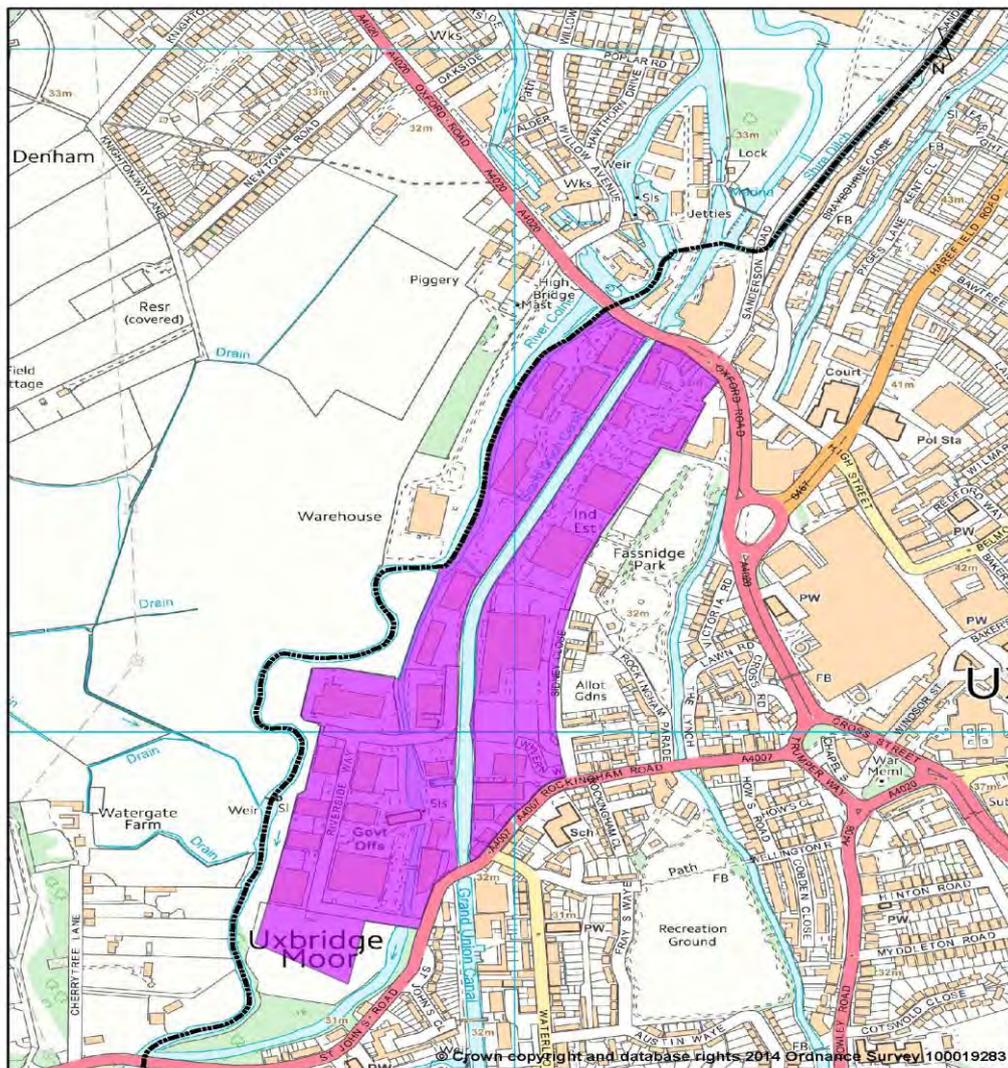
Rebalancing Employment Land
Proposed extent of Stonefield Way PIL, South Ruislip

REBALANCING EMPLOYMENT LAND

North Uxbridge Industrial Area

4.24 The North Uxbridge Industrial Area has gone 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 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 designated as SIL and is identified as an Industrial Business Park (IBP).

Map F: ~~Proposed~~ eExtent of North Uxbridge SIL (IBP)



**Rebalancing Employment Land
Proposed extent of North Uxbridge IBP**

Locally Significant Industrial and Employment Locations

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 use. These locations are considered to be most appropriate for accommodating employment generating uses in terms of access, layout and where there is a need to separate development from residential and other sensitive uses.

4.26 The section identifies those sites in the Borough to be designated as LSEL (Locally Significant Employment Locations) or LSIS (Locally Significant Industrial Sites).

(a) Locally Significant Employment Locations

- [Summerhouse Lane/ Salamander Quay, Harefield](#)
- [Stockley Park](#)
- [Odyssey Business Park](#)

~~4.27 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.~~

(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/Salamander Quay, Harefield

4.287 The Council proposes to 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 will be designated as a Locally Significant Employment Location. In addition, the Council proposes to designate Salamander Quay West south of Park Lane as a Locally Significant Employment Location.

MAP G: Proposed Location of Summerhouse Lane/Salamander Quay West LSEL



Rebalancing Employment Land
Summerhouse Lane / Salamander Quay, Harefield

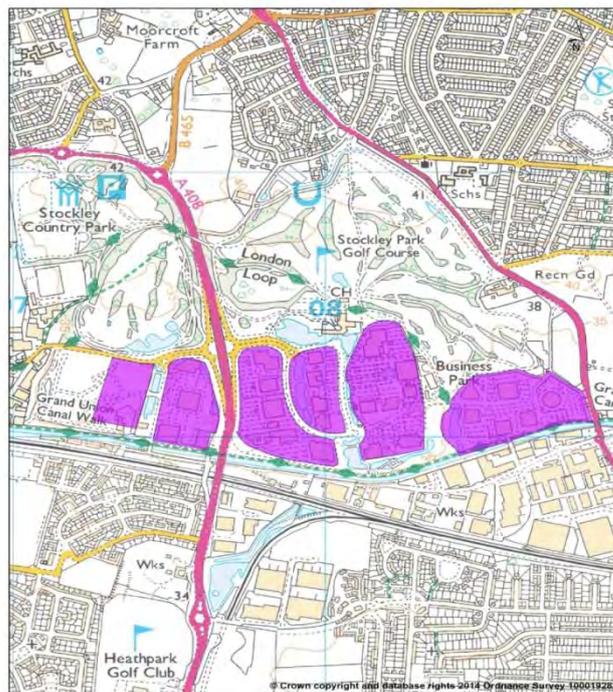
REBALANCING EMPLOYMENT LAND

Stockley Park

4.298 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.

4.2930 The updated 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 will be retained and designated as a Locally Significant Employment Location.

Map H: Stockley Park LSEL



Rebalancing Employment Land
Stockley Park

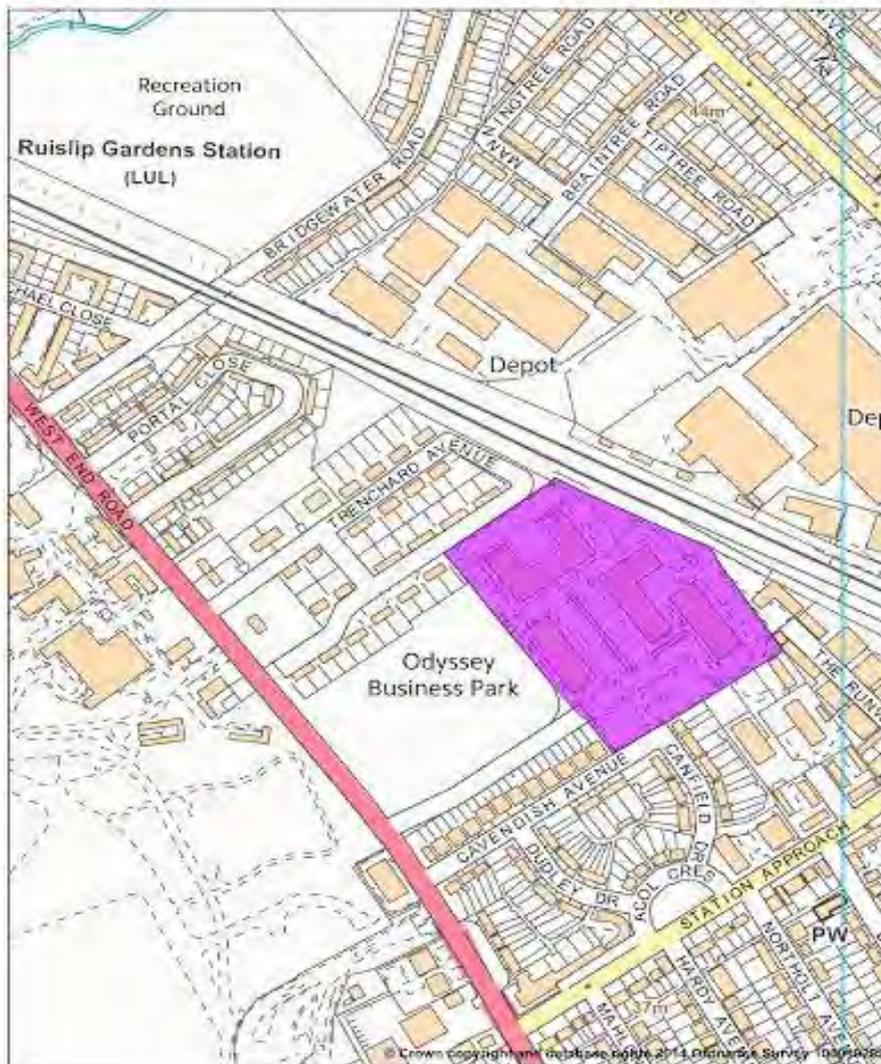
4.340 In addition to the proposed designation of Locally Significant Employment Location, Stockley Park LSEL is designated elsewhere in this chapter as an Office Growth Location. The dual designation reflects the strategic significance of this key site.

REBALANCING EMPLOYMENT LAND

Odyssey Business Park, Ruislip

4.332 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, make it suitable for a range of employment activities. The Council therefore proposes to designate this site as a new Locally Significant Employment Location.

Map J : Odyssey Business Park LSEL



Rebalancing Employment Land
Odyssey Business Park

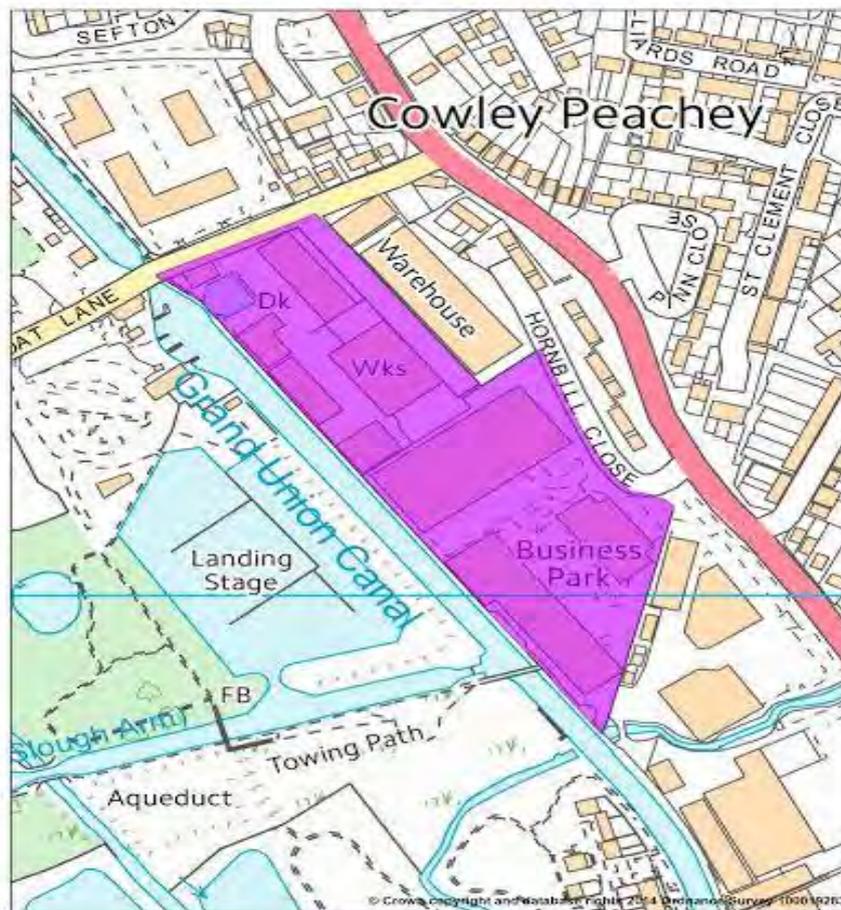
REBALANCING EMPLOYMENT LAND

Locally Significant Industrial Sites (LSIS)

Packet Boat Lane, Cowley

4.343 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 is proposed to be designated as a Locally Significant Industrial Site but the boundary will be redrawn to exclude Cowley Retail Park.

Map K: Proposed boundary of Packet Boat Lane LSIS



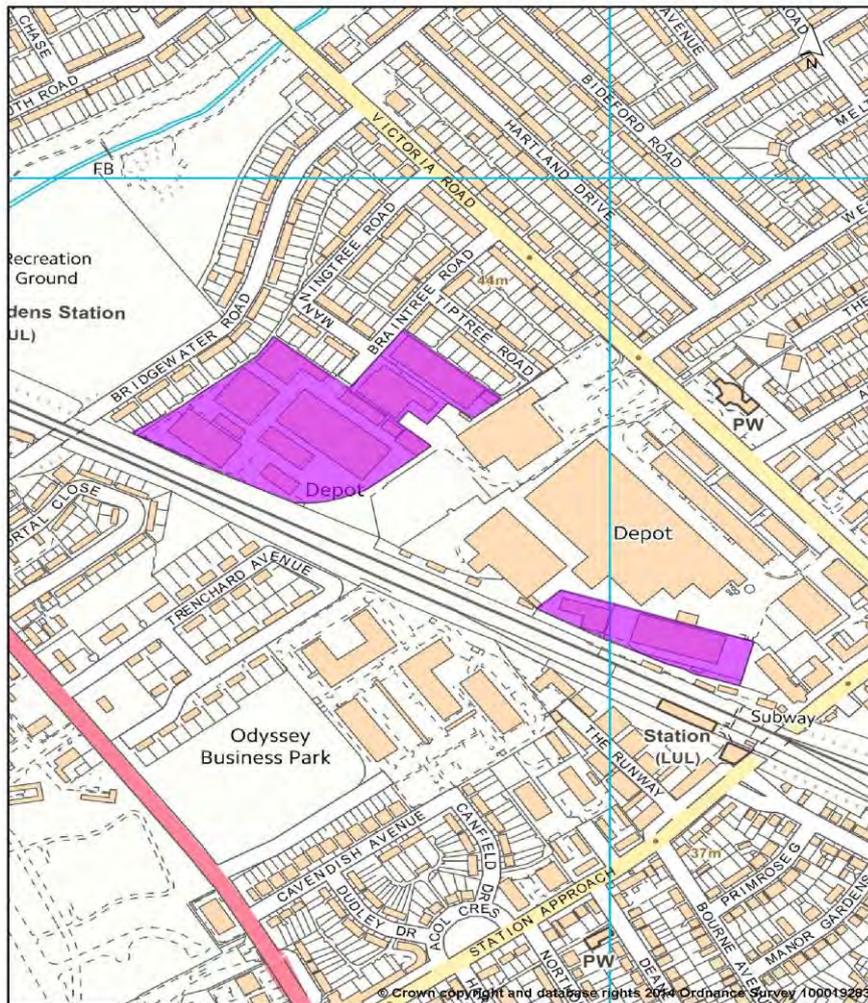
Rebalancing Employment Land
Packet Boat Lane, Cowley

REBALANCING EMPLOYMENT LAND

Braintree Road Industrial Area, South Ruislip

4.354 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 be designated as a Locally Significant Industrial Site. The Arla Foods site to the south has recently received planning permission for mixed use development and will not form part of this designation.

Map L: **Proposed boundary of Braintree Road, South Ruislip LSIS**



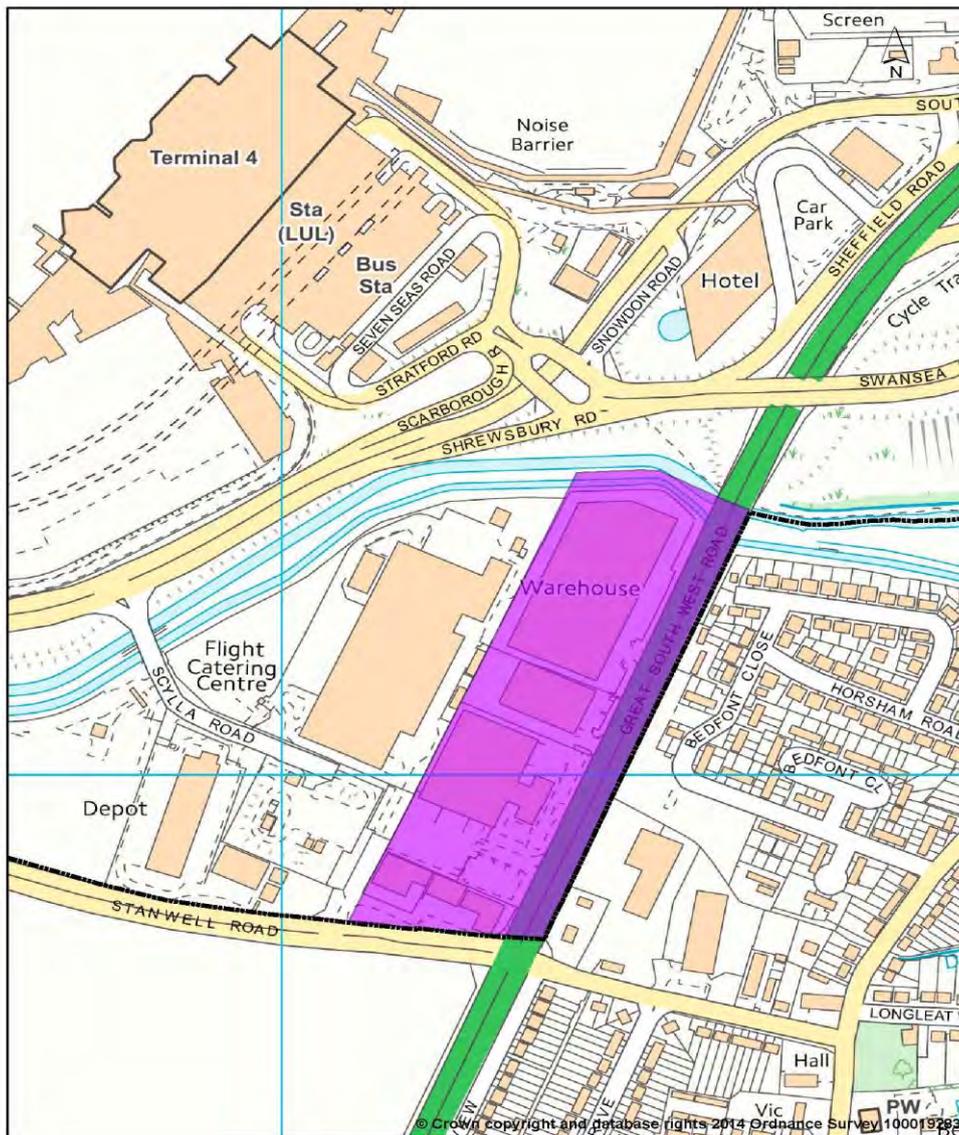
Rebalancing Employment Land
Braintree Road Industrial Area, South Ruislip

REBALANCING EMPLOYMENT LAND

Covert Farm, Heathrow

4.365 Covert Farm has a high level of occupancy, mainly with specialist airport related services. Whilst some of the stock is ageing, the location of the site near Terminal 4 makes the land highly attractive for airport related businesses. It is therefore proposed to be retained in employment use and designated as a Locally Significant Industrial Site.

Map M: **Proposed boundary of Covert Farm LSIS**



Rebalancing Employment Land

Covert Farm, Heathrow

REBALANCING EMPLOYMENT LAND

Remaining employment sites proposed for release

4.376 In addition to the designated areas that are identified 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.

4.387 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

4.398 Hillingdon is forecast to experience substantial growth in offices and hotel rooms up to 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).

4.4039 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. The London Office Policy Review 2012 removes both Hayes and Ruislip as potential strategic office locations. As such, they are not carried forward in this plan.

4.410 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.

4.421 On the basis of these evidence studies, the Local Plan Part 1 identifies general areas on the Heathrow perimeter, Stockley Park, Uxbridge and Hayes

REBALANCING EMPLOYMENT LAND

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.

4.432 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 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 and boundaries have been drawn to include those areas that are already in hotel or office use. Following the publication of Airports National Policy Statement (ANPS) locations identified on the Heathrow perimeter have been excluded due to the sites occupying land that is identified with the ANPS for the expansion of Heathrow.

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 N;

ii) The following areas are designated for office growth only:

- **Stockley Park 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 R.

4.443 This policy should be read in conjunction with policies DME 1: Employment Uses in Designated Employment Sites, DME 3 (Office Development) and DME 5 (Hotel and Visitor Accommodation) of the Development Management Policies document.

4.454 As primary locations for office development in West London and Uxbridge, Stockley Park LSEL 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.

4.465 Stockley Park LSEL has been designated elsewhere in this chapter as a Locally Significant Employment Location and is therefore already identified as a preferred location for offices and other employment generating uses. In addition to the LSEL designation, Stockley Park LSEL is designated as an Office Growth Location. The dual designation is justified on the basis of the site's strategic significance for office growth at a local and regional level.

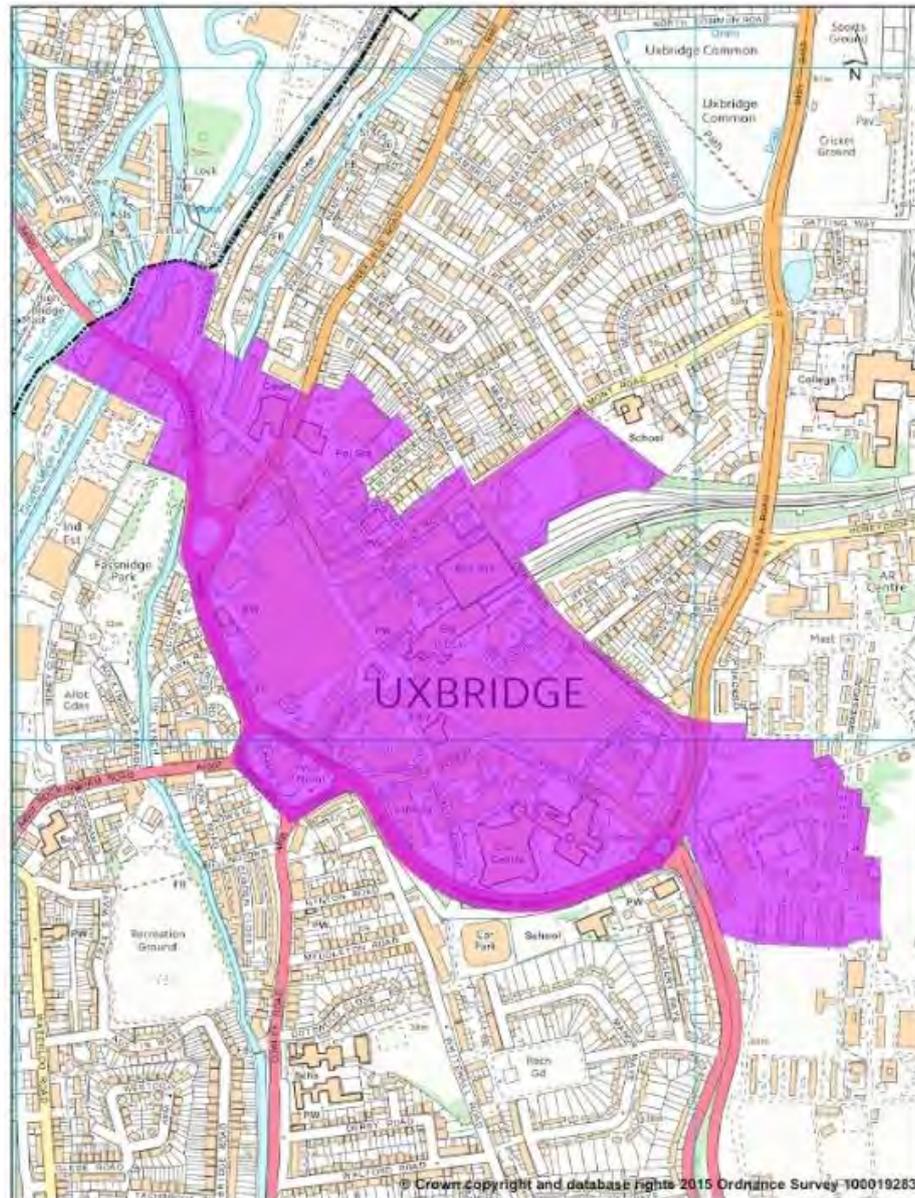
Relevant Development Management Policies:

- DME 3: Office Development

REBALANCING EMPLOYMENT LAND

- DME 5: Hotels and Visitor Accommodation

Map N: Uxbridge Town Centre Hotel and Office Growth Location

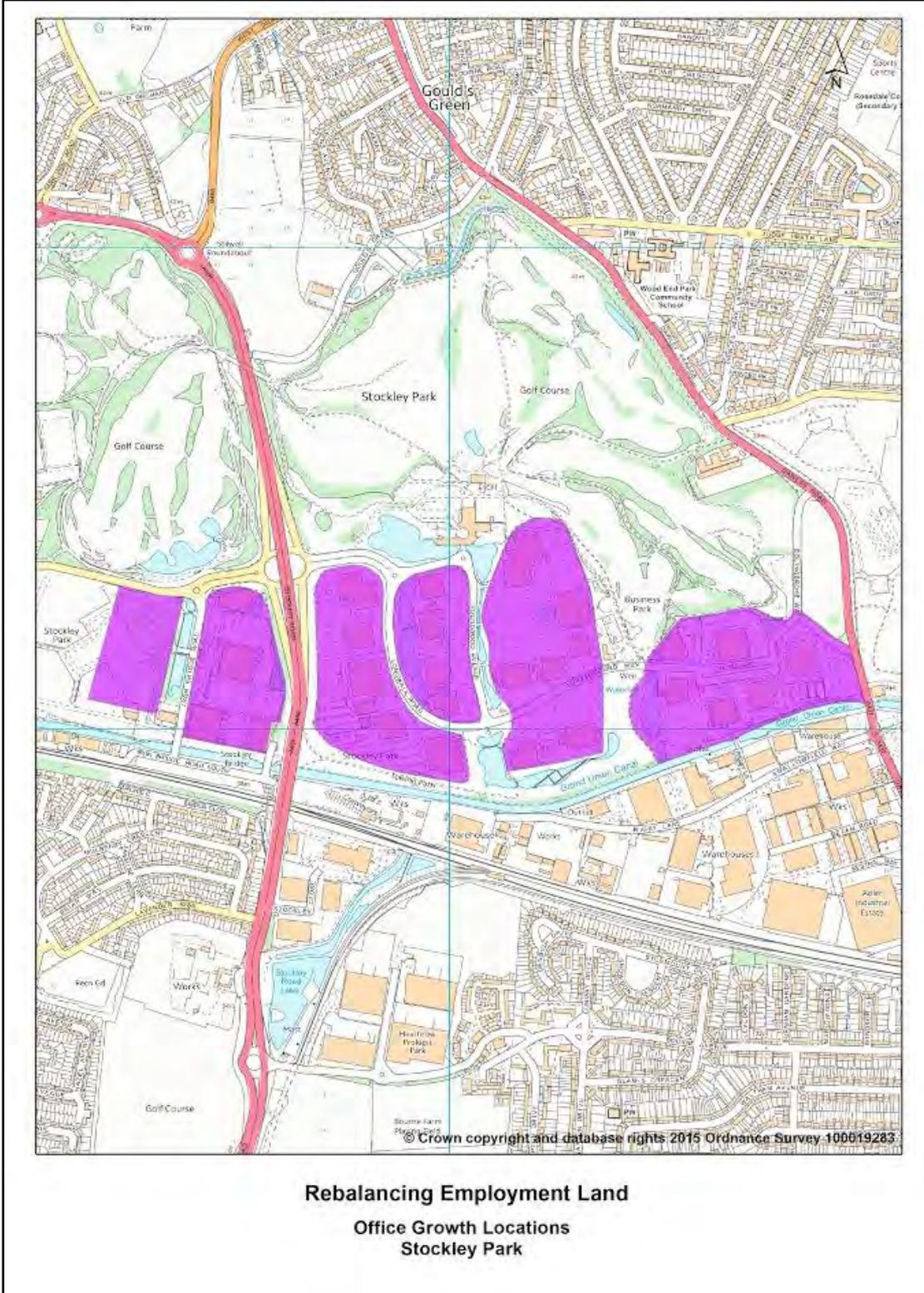


Rebalancing Employment Land
Hotel and Office Growth Location
Uxbridge Town Centre

REBALANCING EMPLOYMENT LAND

Office Growth Locations

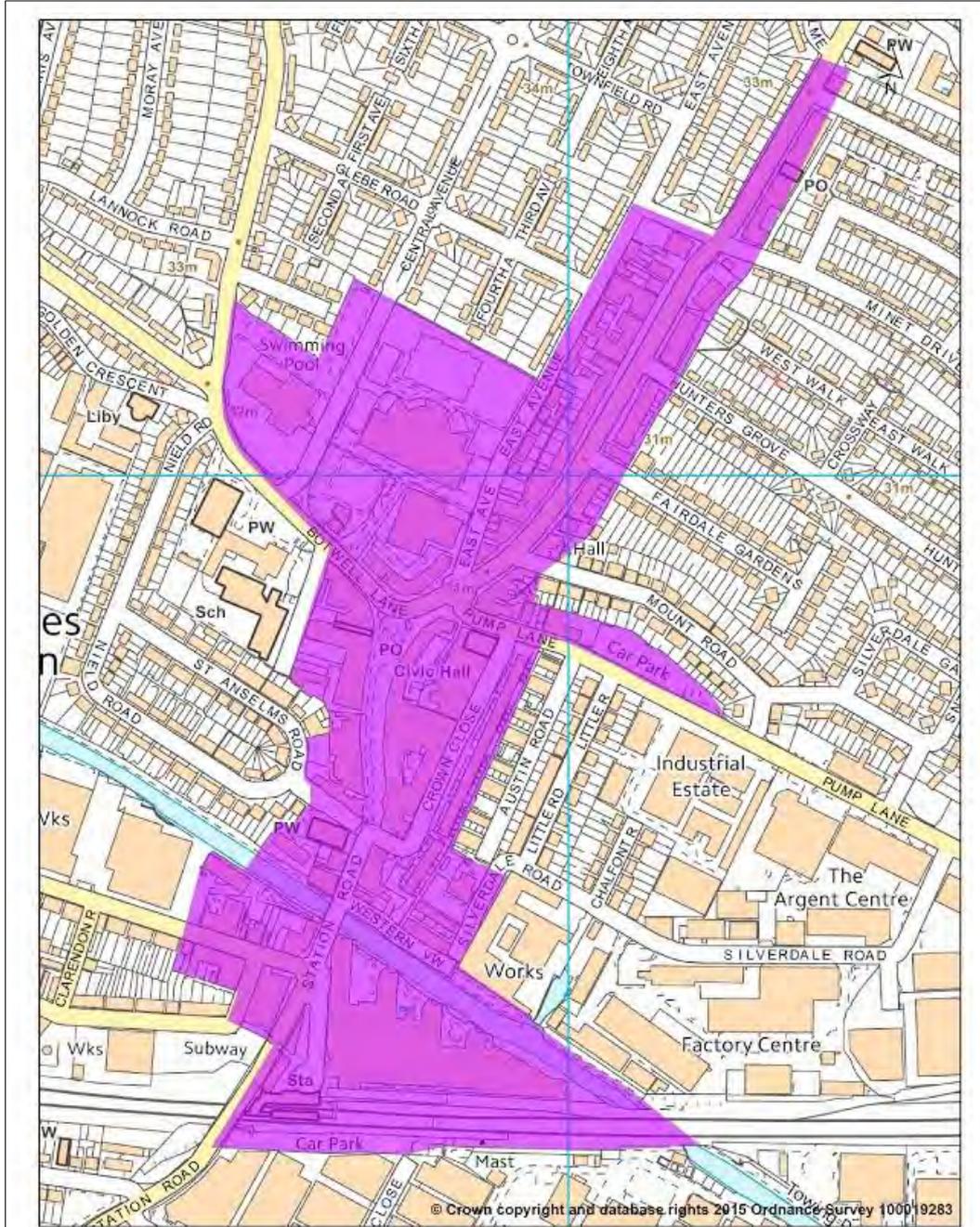
Map O: Stockley Park LSEL and Office Growth Location



REBALANCING EMPLOYMENT LAND

Hotel Growth Location

Map P: Hayes Town Centre Hotel Growth Location



Rebalancing Employment Land

Hotel Growth Location
Hayes Town Centre

Retail Growth

4.5547 The Local Plan Part 1 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.

4.5648 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.

4.5749 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.

4.5850 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 NPPF.

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 designation as Metropolitan Open Land in accordance with London Plan policies. The Council has undertaken a review of its Metropolitan Open Land

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

and designated Green Chains, which is set out 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 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
	4a. Duval House Car Park, Harmondsworth
	4b. Land to the rear of 63 Daleham Drive 4c. 8 Woodfield Terrace
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 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
	12. Manor Farm and Winston Churchill Hall on Pinn Way, Ruislip

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

PROPOSED DESIGNATIONS	LOCATION
	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

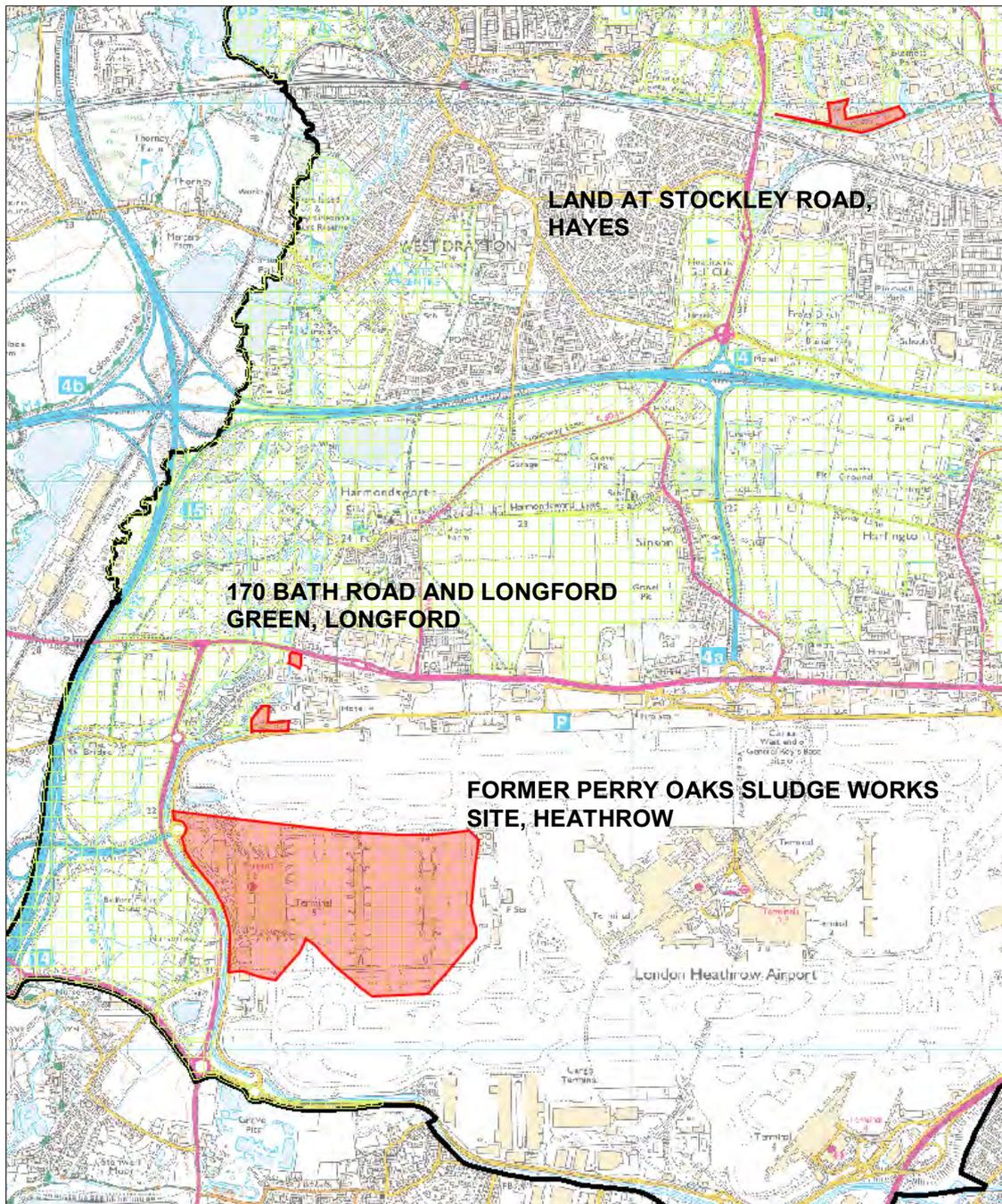
5.4413 Any proposals for development on or adjacent to designated Green Belt, Metropolitan Open Land and Areas Forming Links in Green Chains should take account of the relevant development management policies.

Relevant Development Management Policy

- DMEI 4 Development in the Green Belt or on Metropolitan Open Land
- DMEI 5 Development in Green Chains
- DMEI 6 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:

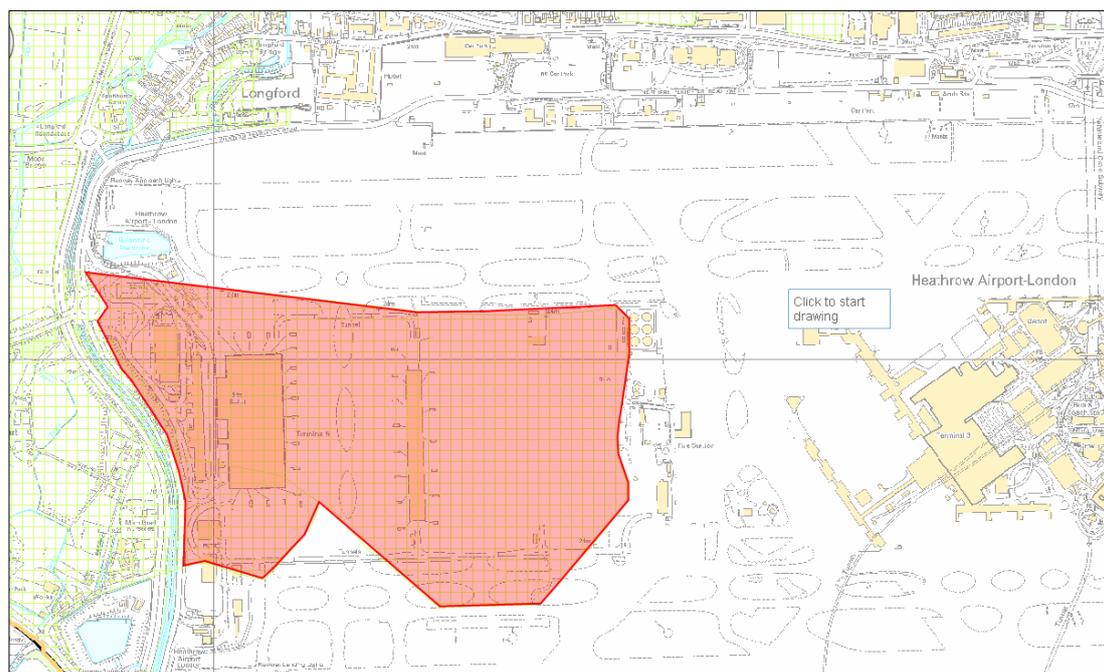
Delete from the Green Belt

Reason for Recommendation: Both sites do not merit 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. 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 do 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

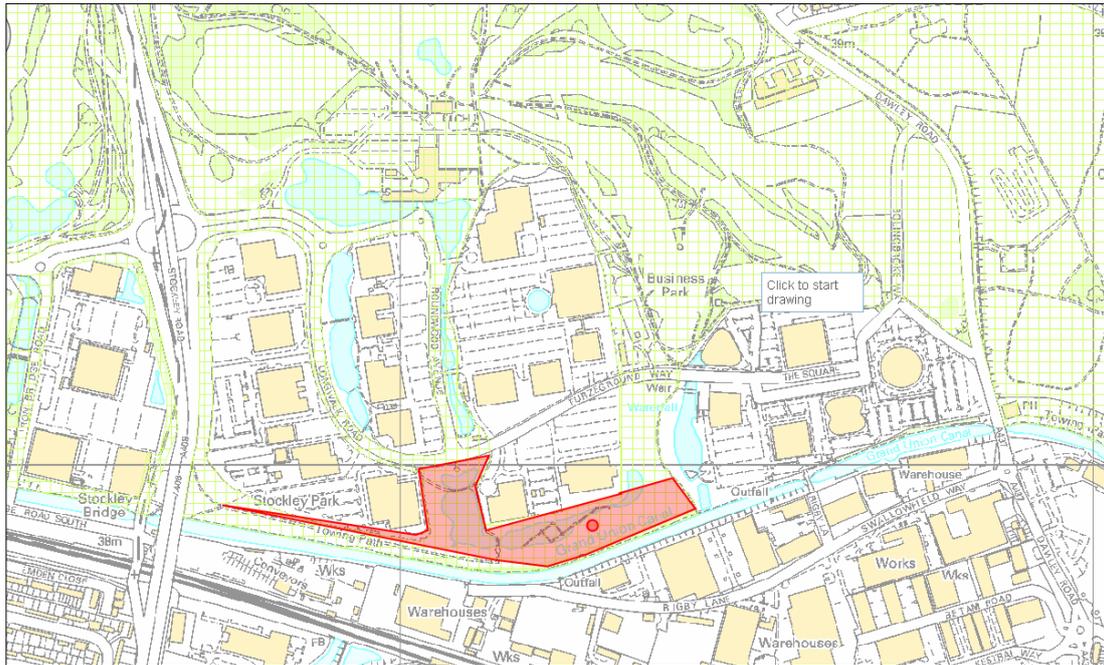
Recommendation:

Delete from the Green Belt

Reason for Recommendation: 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, in that 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. The site is designated as a Green Chain elsewhere in this Plan.

(NB: See item 19 – 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



4a) Duval House Car Park, Harmondsworth

Recommendation:

Delete area from the Green Belt

Reason for Recommendation:

To ensure that the Green Belt boundary follows a clearly defined physical boundary.

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



4b) Land to the Rear of 63 Daleham Drive

Recommendation:

Delete area from the Green Belt

Reason for Recommendation:

To ensure that the Green Belt boundary follows a clearly defined physical boundary.

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



4c) 8 Woodfield Terrace

Recommendation:

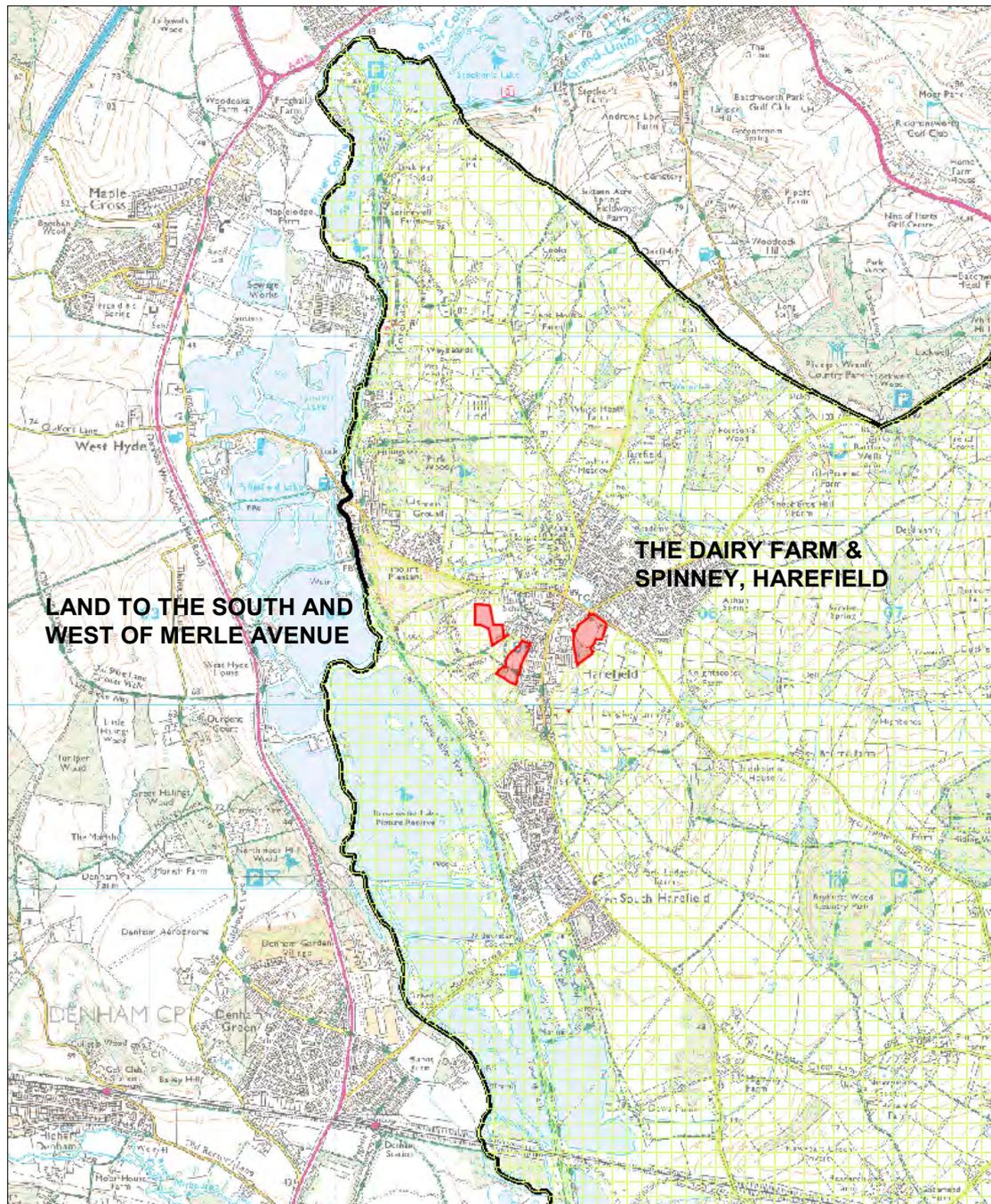
Delete area from the Green Belt

Reason for Recommendation:

To ensure that the Green Belt boundary follows a clearly defined physical boundary.

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:

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

The proposed sites create a definable and logical boundary for the Green Belt, in accordance with the NPPF.

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:

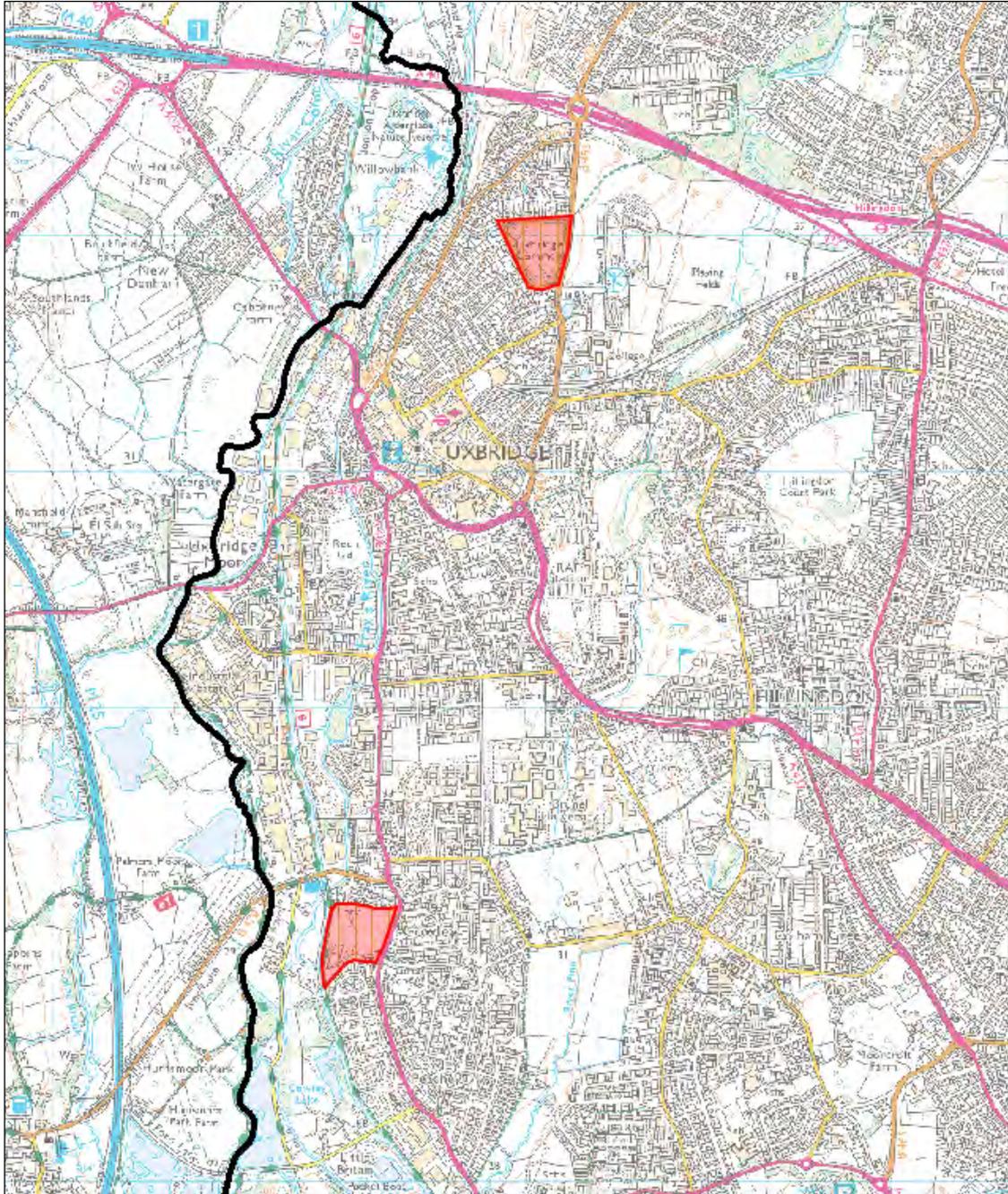
This site meets some of the purposes of including land in the Green Belt as identified in the NPPF at paragraph 80, in that it:

- 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:

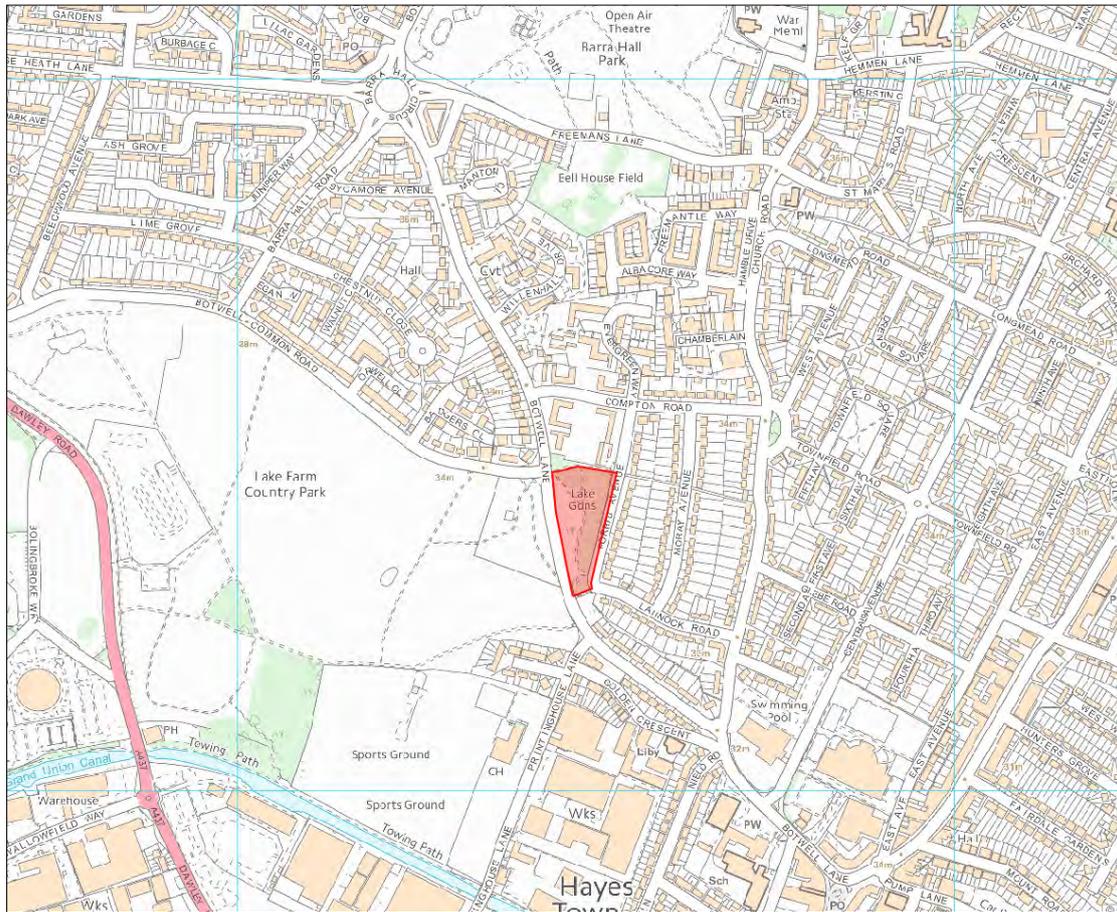
- **Remove this site from the Metropolitan Open Land designation and incorporate it in the Green Belt designation**

Reason for Recommendation:

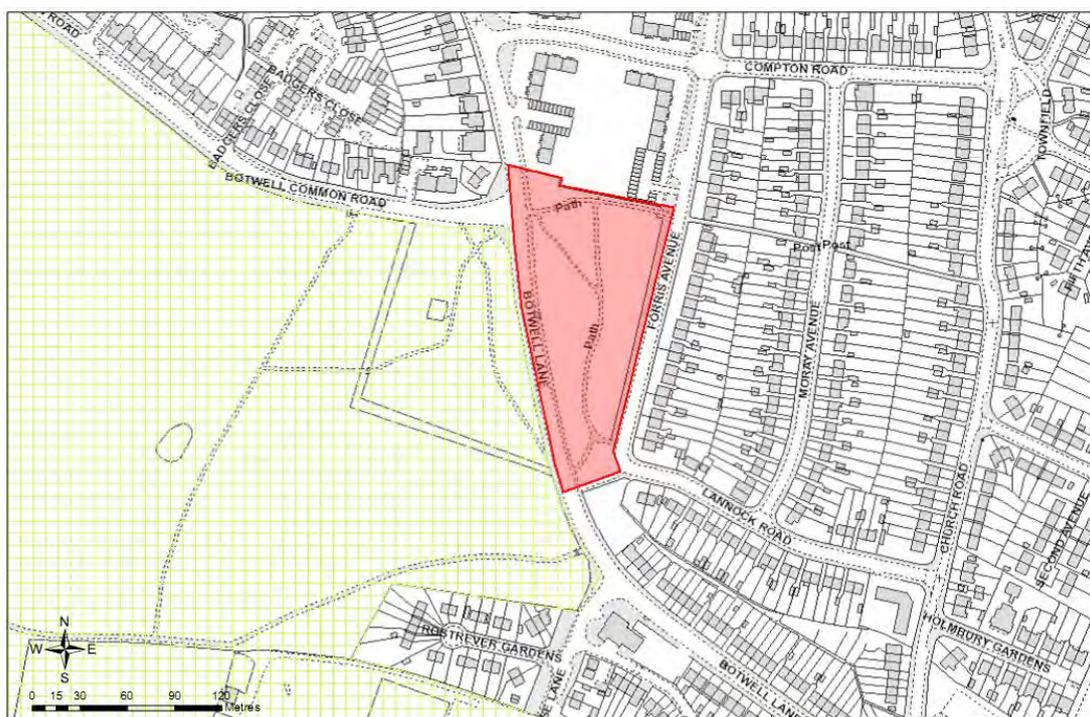
The Layfield Inquiry identified many similarities between Metropolitan Open Land and Green Belt. One of the main distinguishing features of MOL in contrast to Green Belt, is that MOL will often form an island embedded in the urban fabric, potentially connected to Green Belt by a Green Chain, though not 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

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 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.**

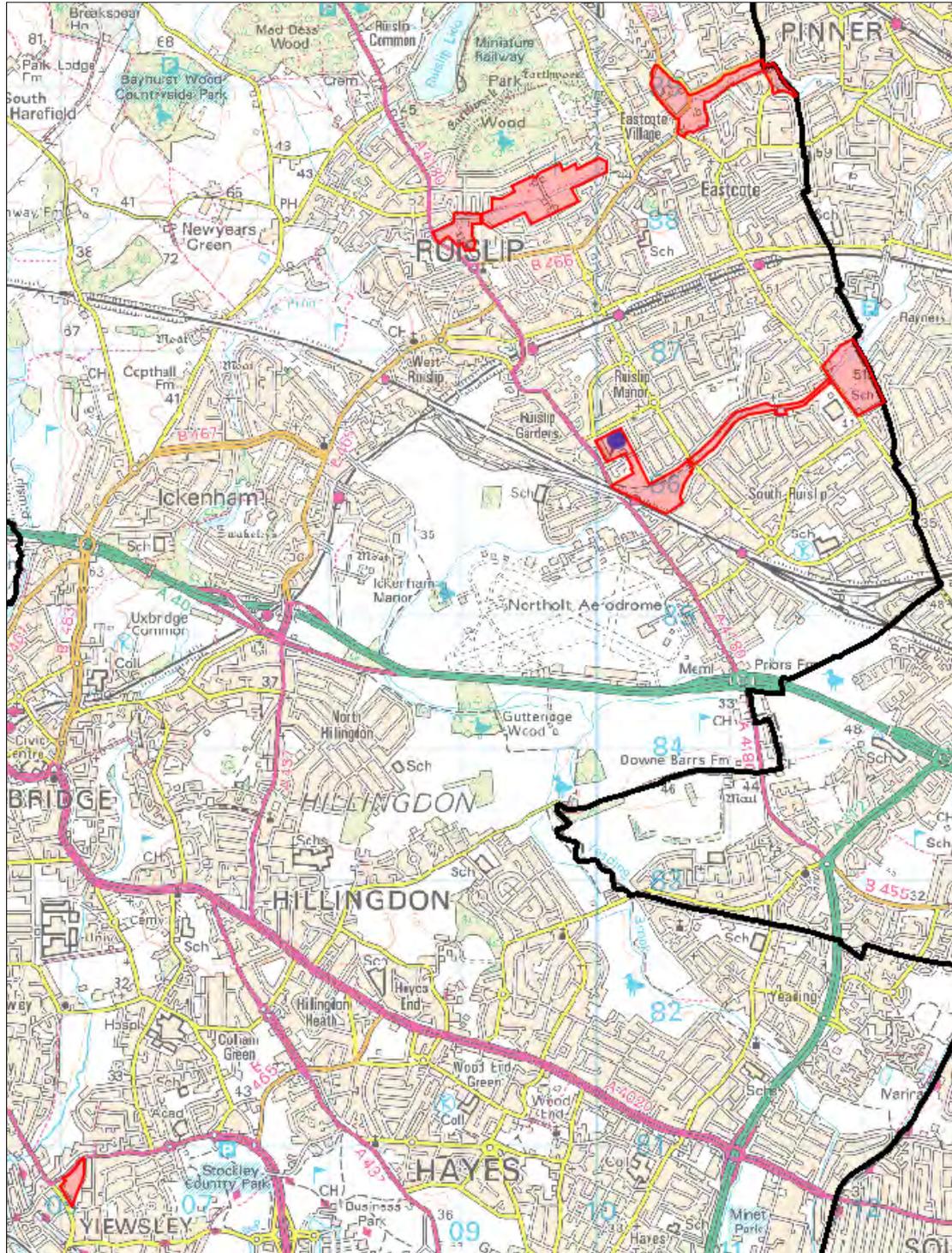
Reason for Recommendation:

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.

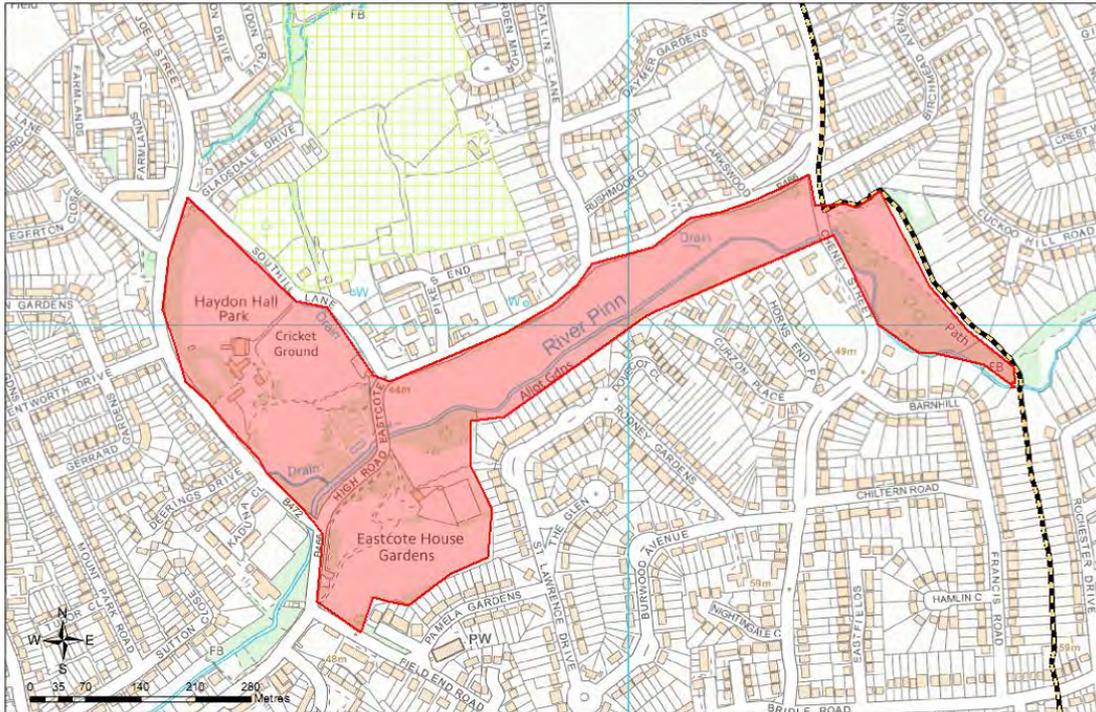
The Layfield Inquiry identified many similarities between Metropolitan Open Land and Green Belt. One of the main distinguishing features of MOL in contrast to Green Belt, is that MOL will often form an island embedded in the urban fabric, potentially connected to Green Belt by a Green Chain, though not 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

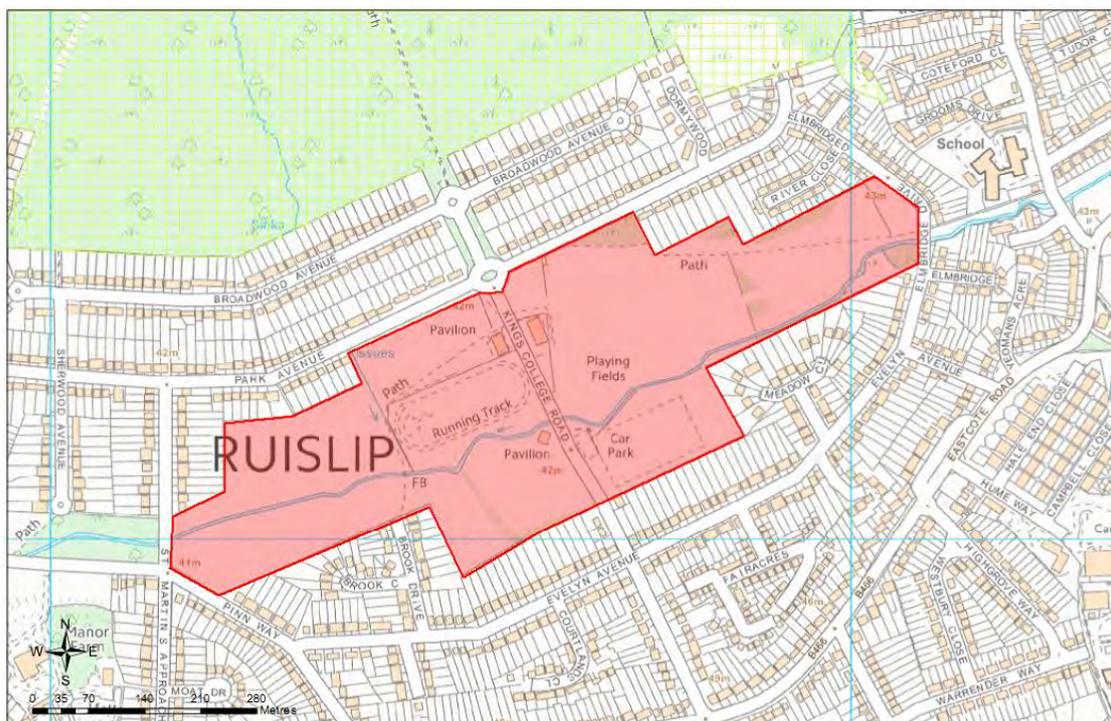
Recommendation:

- 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:

- 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

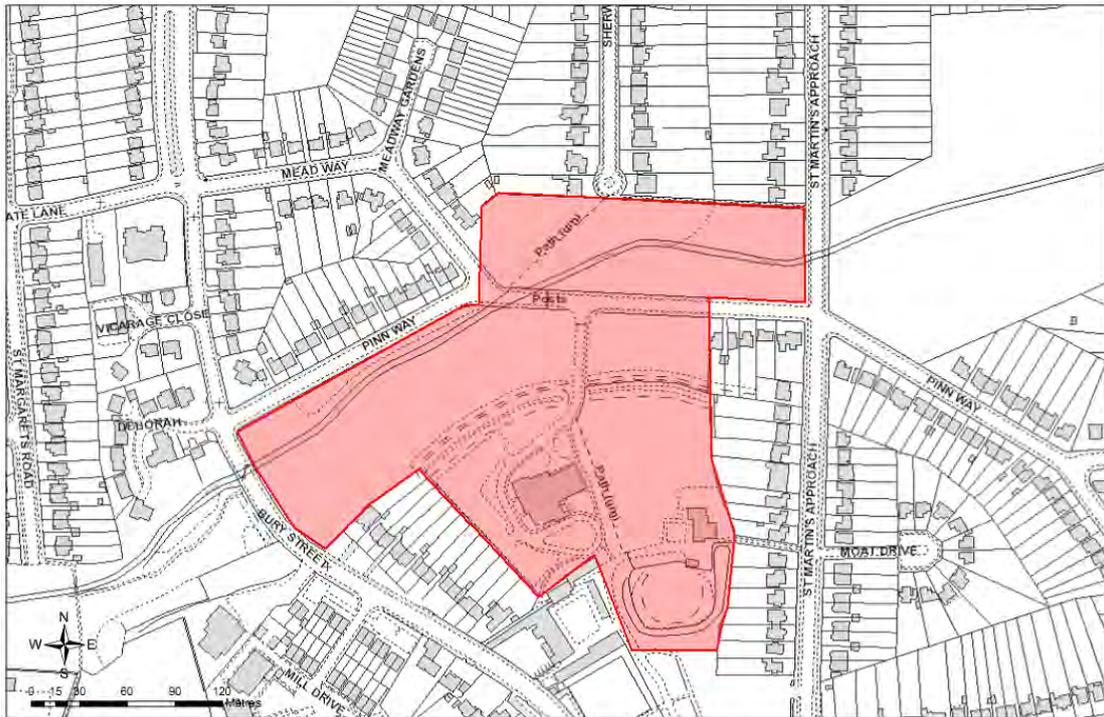
Recommendation:

- 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



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



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

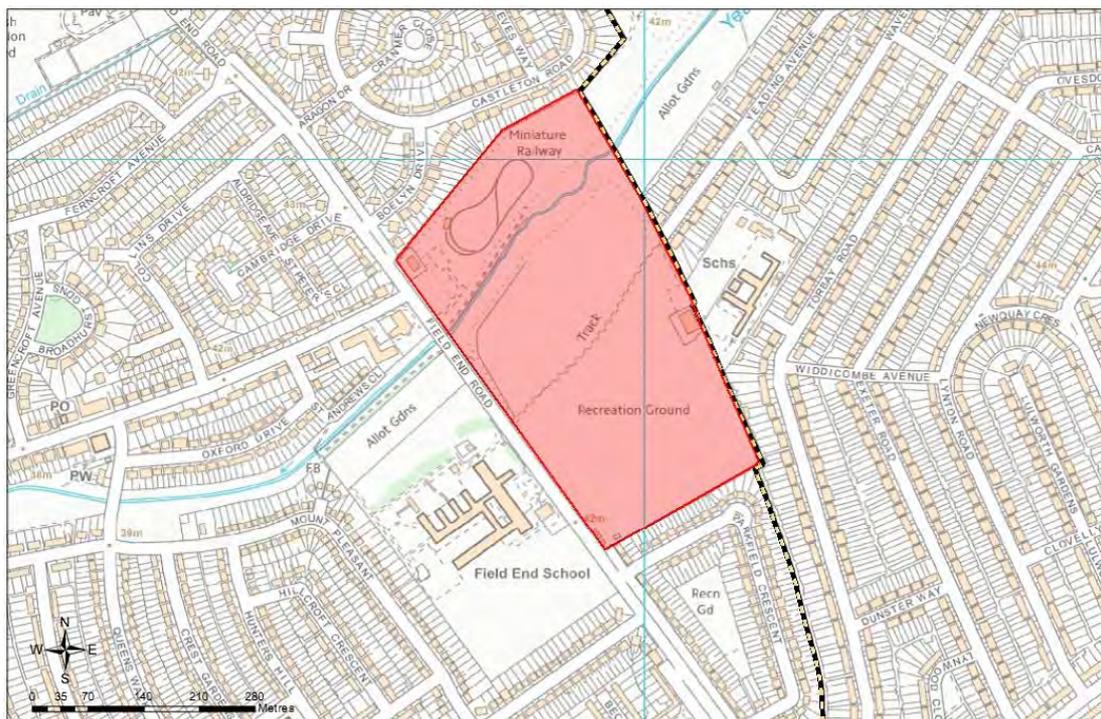
Recommendation:

- **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

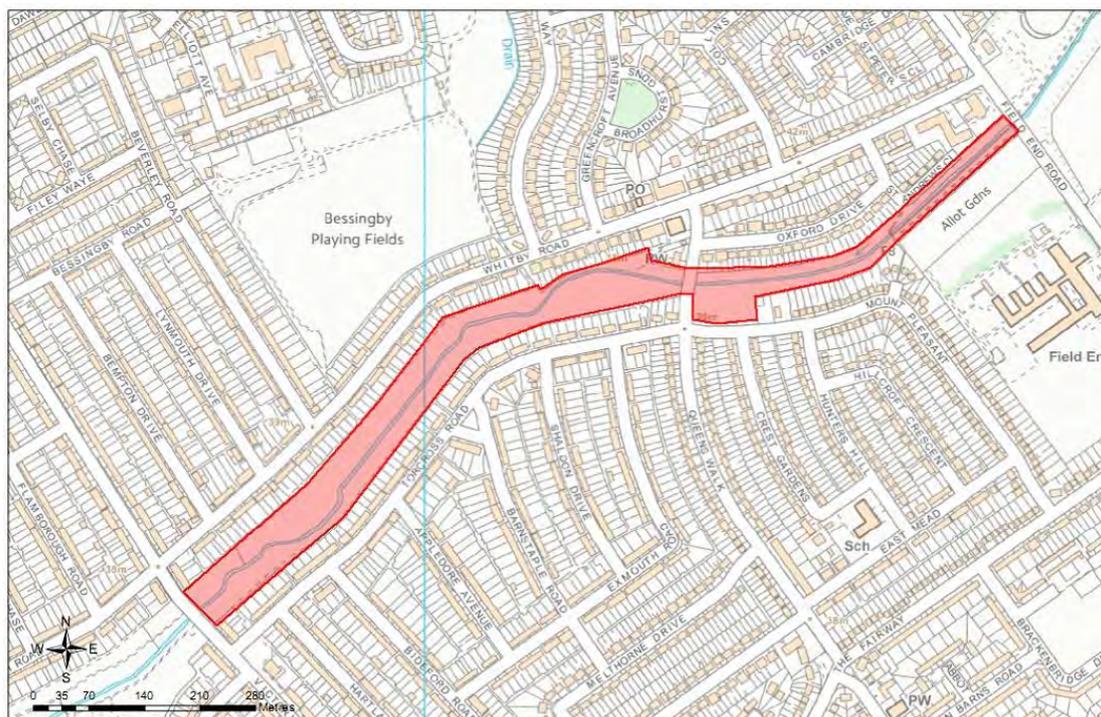
Recommendation:

- 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

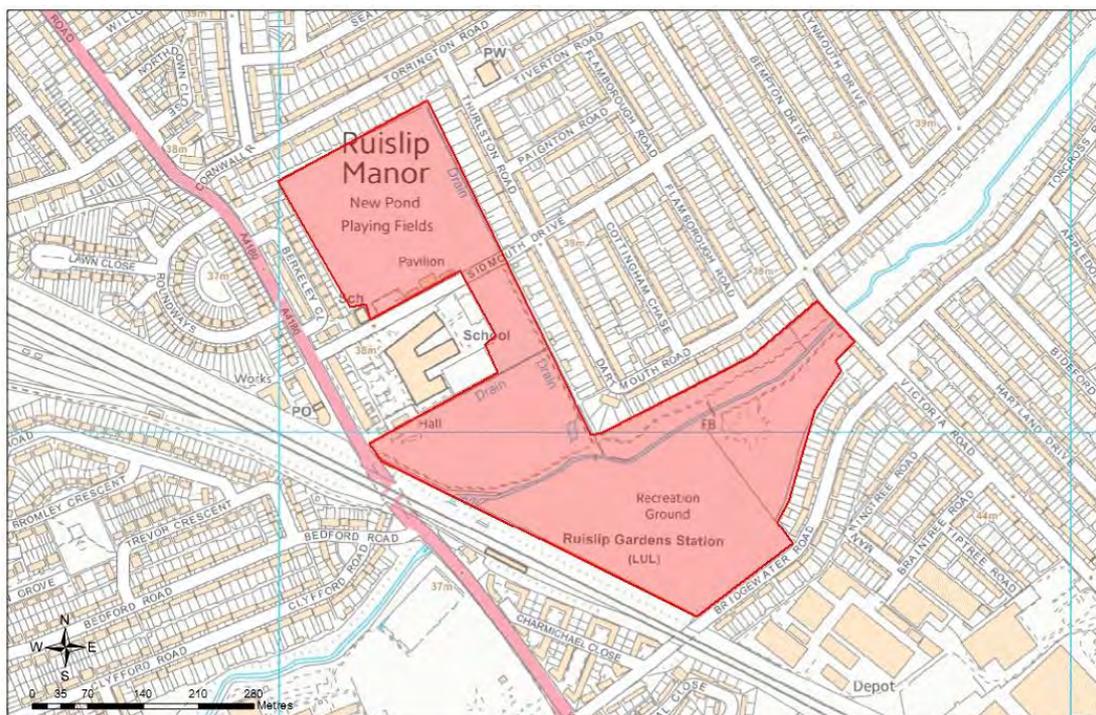
Recommendation:

- **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:

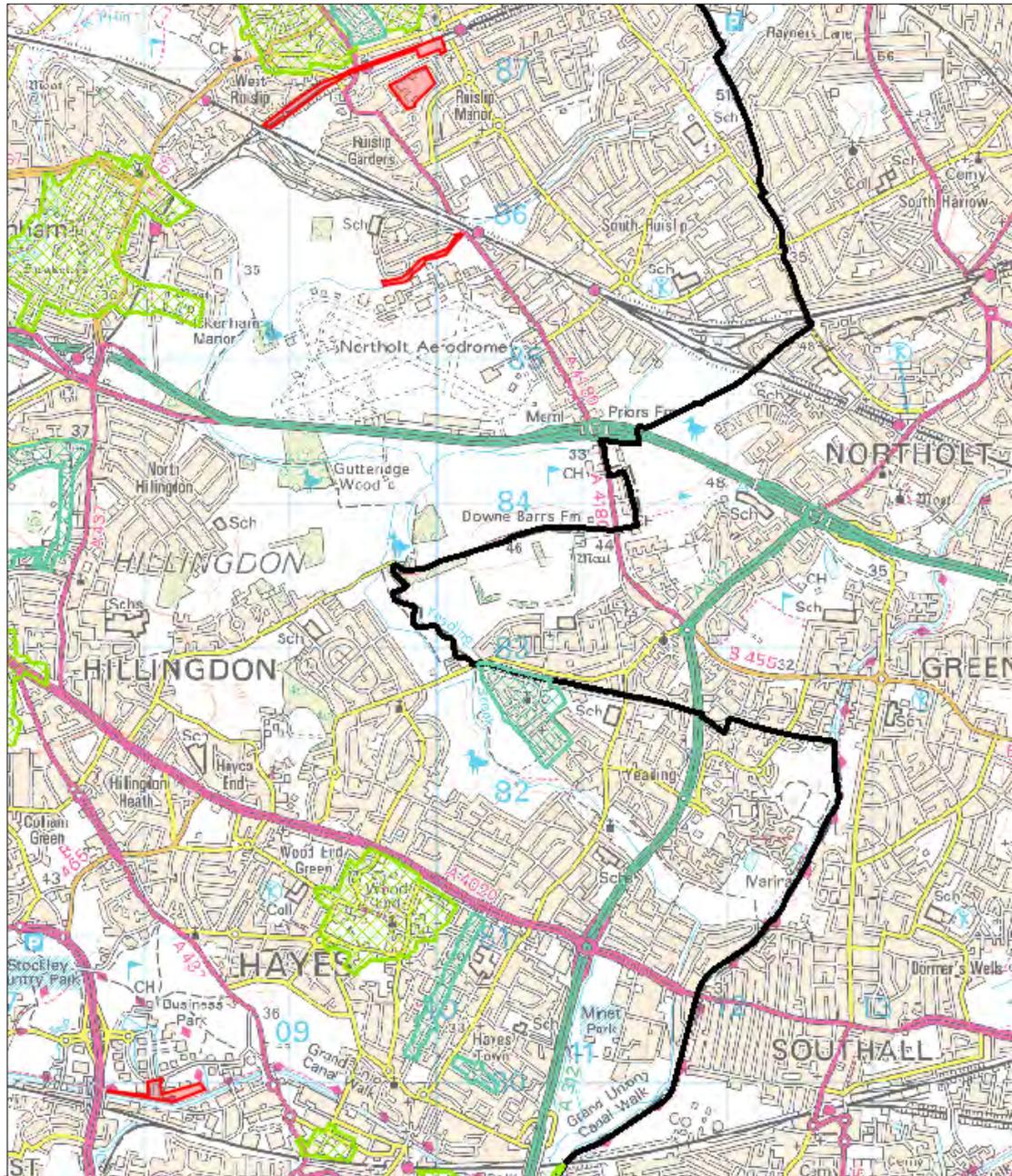
- Remove the site from the former Unitary Development Plan designation 'Areas forming links in a Green Chain' and include it in the Metropolitan Open Land designation

Reasons for Recommendation:

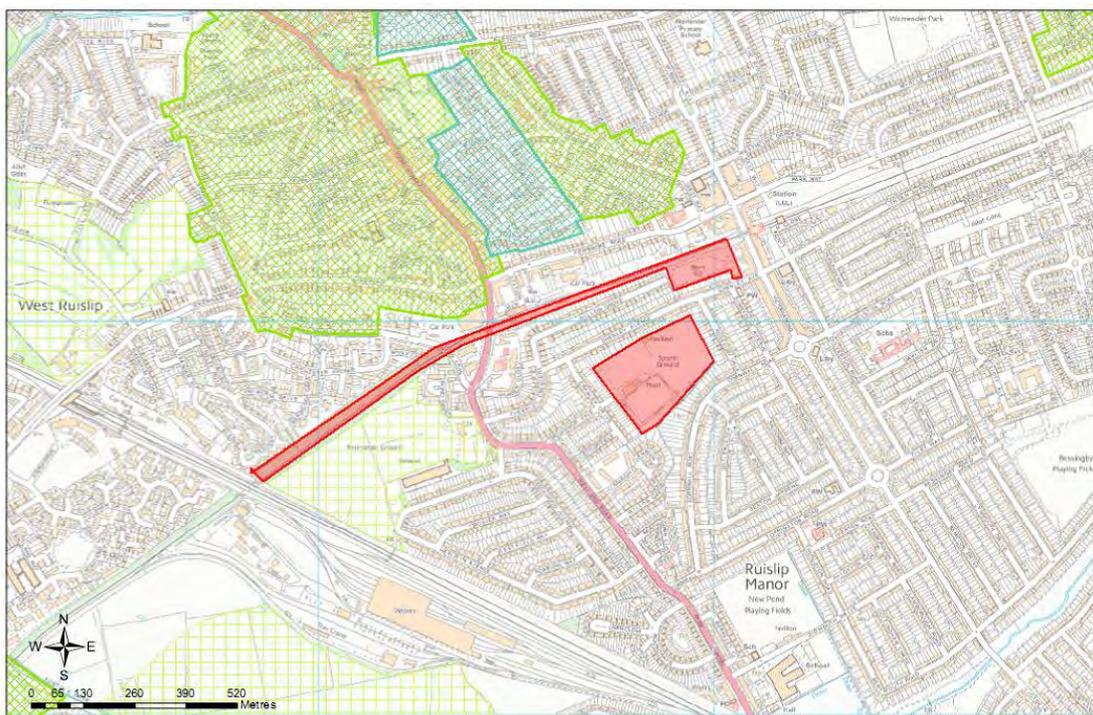
The site meets more than one of the criteria for Metropolitan Open Land and as such should be included within this designation.

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:

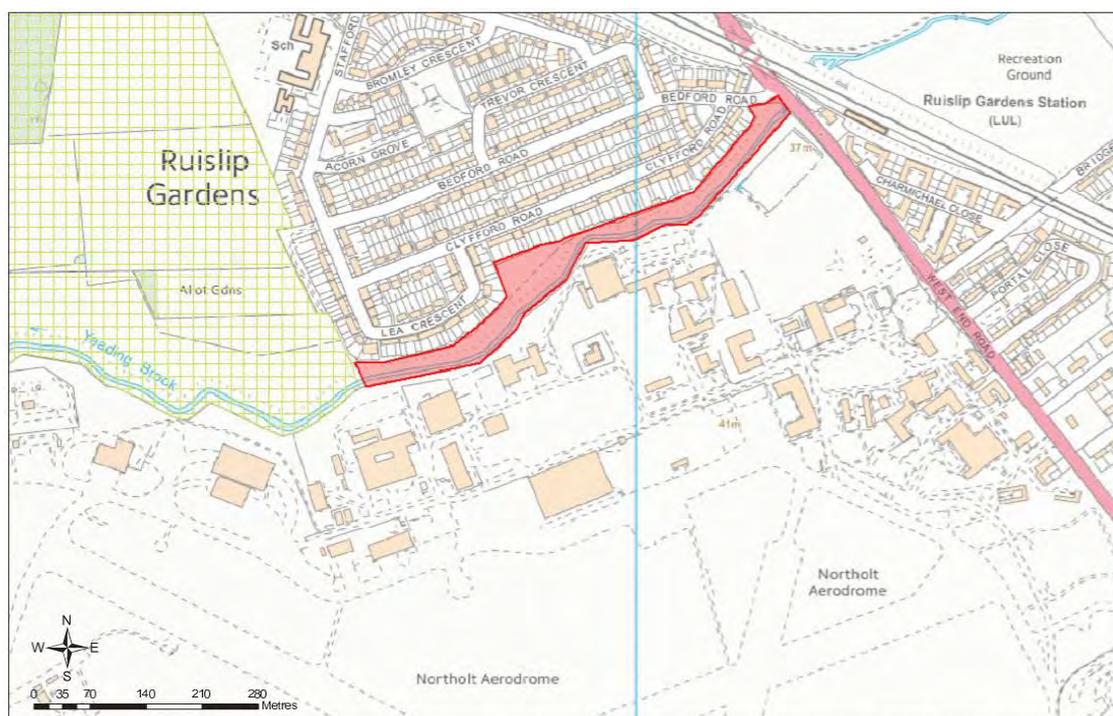
The proposed sites in this amendment link the main Green Belt land designations at Ickenham and West Ruislip with the extended areas of Green Chain at New Pond Playing Fields, Ruislip Manor.

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 / Yeadon Brook, Ruislip Gardens

Green Chains Assessment

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

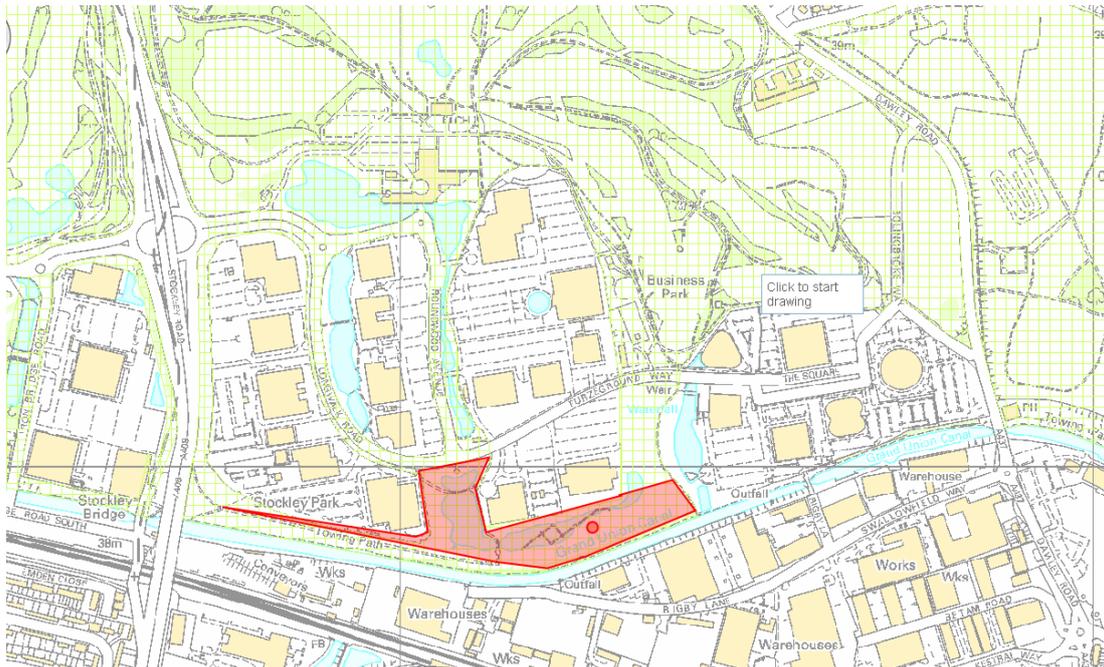
- Land in public or private ownership, in use or previously in use for open land recreational purposes
- Land recognised as having potential for open land recreational use
- Land that forms part of a link in a chain of open areas
- Land of actual or potential landscape value
- Land that links Green Belt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

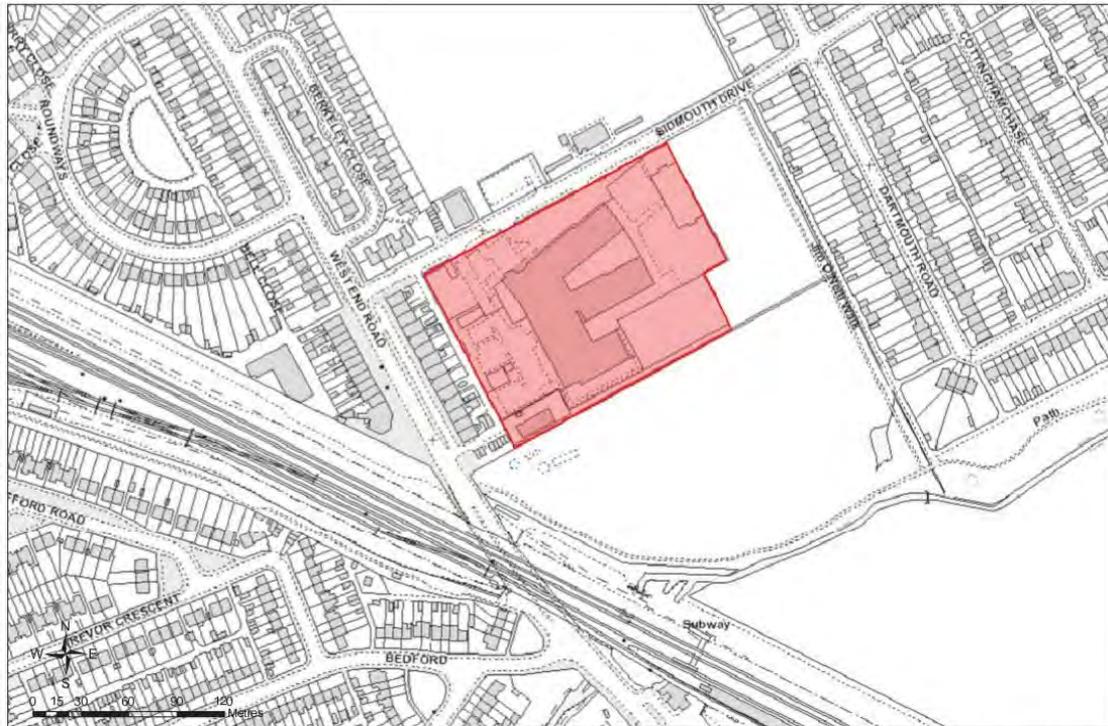
Recommendation:

- **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 sets out the proposed changes to the boundaries of nature conservation sites in the Borough, on the basis of this latest evidence.

5.17 To distinguish their nature conservation value sites in Hillingdon are 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 SINCs, 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

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

Extensions to Existing Sites and New Sites

5.20 The sites in this chapter are organised to show:

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

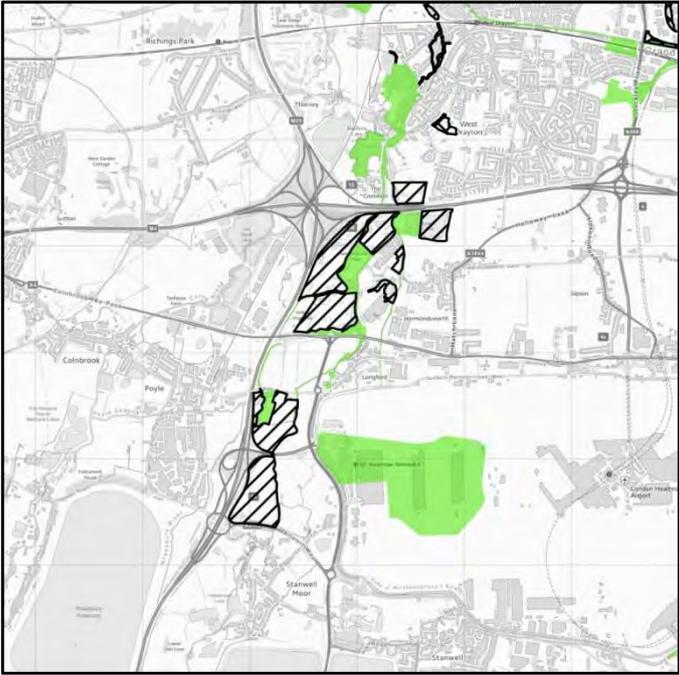
A summary of the proposed extensions is as follows:

TABLE 5.3: Proposed Extension to Existing Sites of Importance for Nature Conservation (Metropolitan or Borough Grade 1 and Local or Borough Grade 2)

Site	Proposed Designation	Reference Number
Lower Colne	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 1
Mount Vernon	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 2
Ickenham Marsh Complex	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 3
Ruislip Lido	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 4
Yeading Brook and Minet Country Park	Site of Metropolitan or Borough Grade 1 Importance	SINC Ext 5
Beeches	Site of Grade 1 Nature Conservation Importance	SINC Ext 6
The Grove	Grade 2 Site of Nature Conservation Importance	SINC Ext 7
River Pinn and Manor Farm Pastures	Grade 2 Site of Nature Conservation Importance	SINC Ext 8
The Dairy Farm, Harefield	Grade 2 Site of Nature Conservation Importance	SINC Ext 9
Duke of Northumberland's River at Two Bridges Farm	Site of Grade 2 Nature Conservation Importance	SINC Ext 10
West Ruislip Golf Course and Old Priory Meadows	Site of Grade 2 Nature Conservation Importance	SINC Ext 11

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

Extensions to existing Sites of Importance for Nature Conservation

Proposed extension to existing Nature Conservation Site of Metropolitan or Borough Grade I Importance	
Lower Colne	<p>Ref: SINC Ext 1</p> <p>Map Information:</p>  <p>  Proposed Extension to existing SINC Solid green areas show existing nature conservation sites </p>
Location	West/North West of Heathrow
Grid Reference	TQ 049 782
Existing Use	Mostly Open Land
Approximate site area (ha/sqm)	95.34 ha
Habitat	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
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 Metropolitan or Borough Grade I Importance

Mount Vernon

Ref: SINC Ext 2

Map Information:

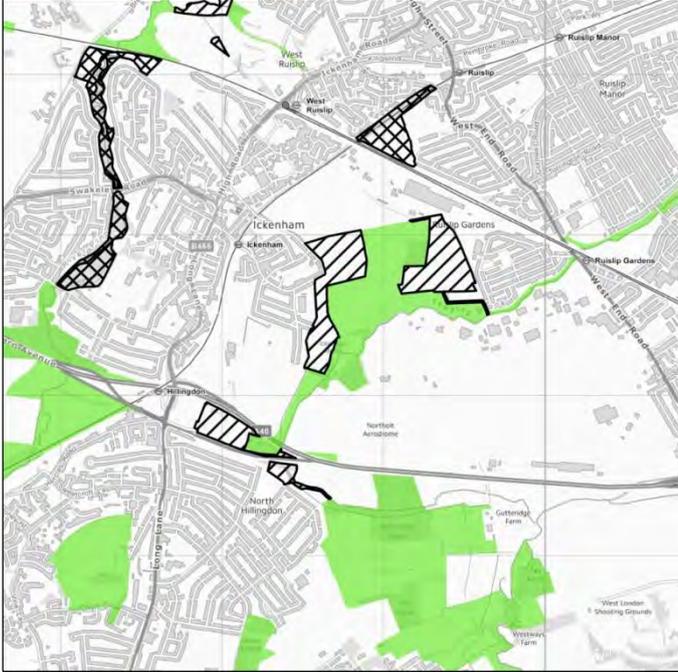


-  Proposed Extension to existing SINC
-  Proposed new SINC identified in Table 5.4

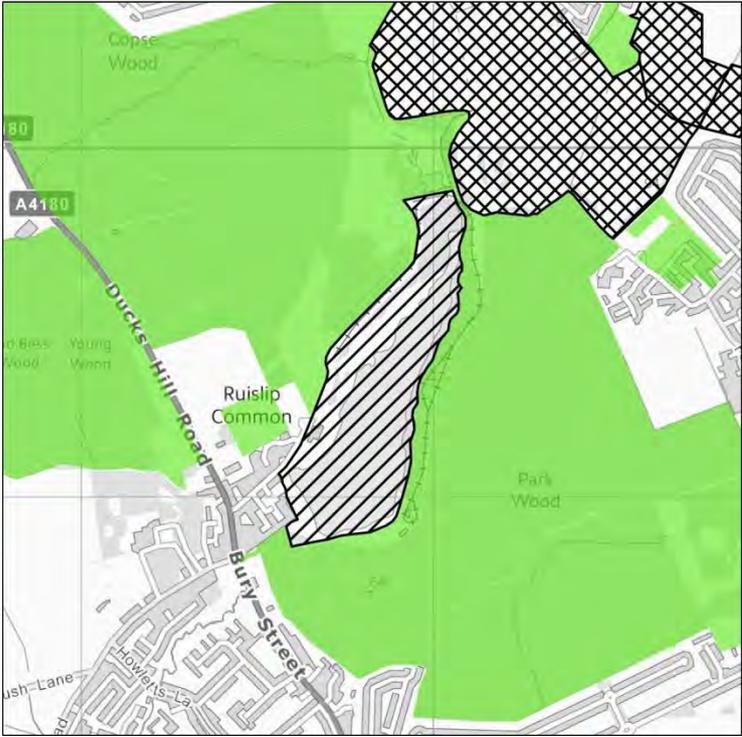
Solid green areas show existing nature conservation sites

Location	Fields and hedgerows south of Mount Vernon Hospital
Grid Reference	TQ 077 916
Existing Use	Open Land
Area (ha/sqm)	0.94 ha
Habitat	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	
Ickenham Marsh complex	Ref: SINC Ext 3
<p>Map Information:</p>  <p>  Proposed Extension to existing SINC  Proposed new SINC identified in Table 5.4 Solid green areas show existing nature conservation sites </p>	
Location	Extension of existing site of Nature Conservation Importance
Grid Reference	TQ 088 855
Existing Use	Open land, Ickenham Marsh
Area (ha/sqm)	63 ha
Habitat	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	
Ruislip Lido	Ref: SINC Ext 4
	<p>Map Information:</p> <p>  Proposed Extension to existing SINC  Proposed new SINC identified in Table 5.4 </p> <p>Solid green areas show existing nature conservation sites of Metropolitan or Borough Grade I Importance</p>
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 I Importance

Yeading Brook and Minet Country Park

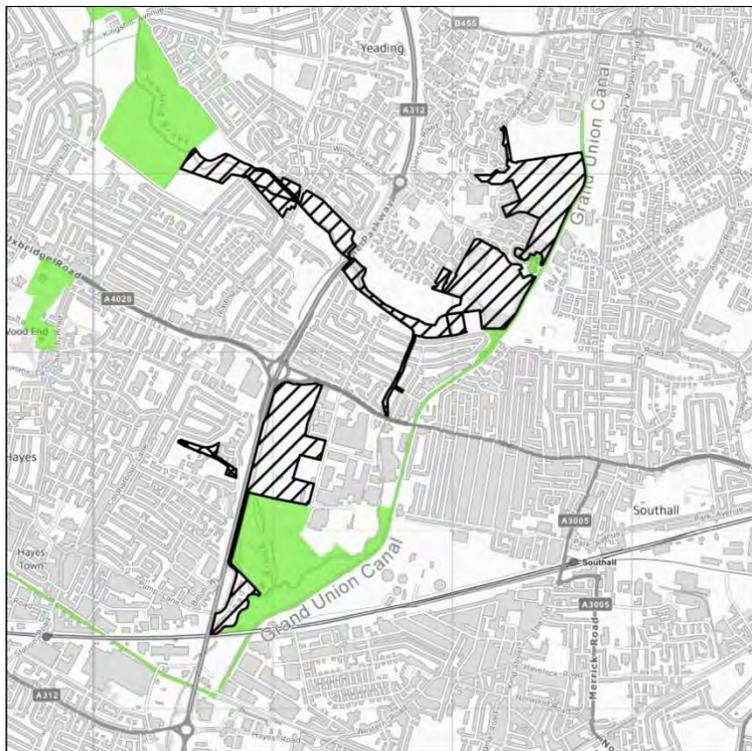
Ref: SINC Ext 5

Map Information:



Proposed Extension to existing SINC

Solid green areas show existing nature conservation sites



Location	Yeading
Grid Reference	TQ 111 801
Existing Use	River Corridor
Area (ha/sqm)	73.37ha
Habitat	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.
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

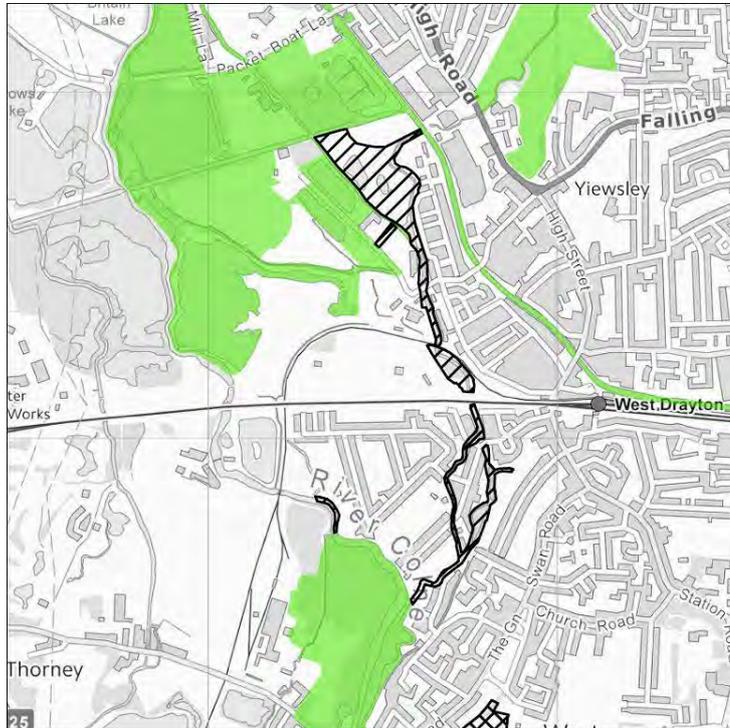
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

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

Beeches

Ref: SINC Ext 6

Map Information:



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

Solid green areas show existing nature conservation sites

Location	West of Yiewsley
Grid Reference	TQ 047 827
Existing Use	Open land, some agricultural uses
Area (ha/sqm)	7.6 ha
Habitat	
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 2 Importance

The Grove

Ref: SINC Ext 7

Map Information:



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

Solid green areas show existing nature conservation sites

Location	North and south of Pield Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	0.78 ha
Habitat	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

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

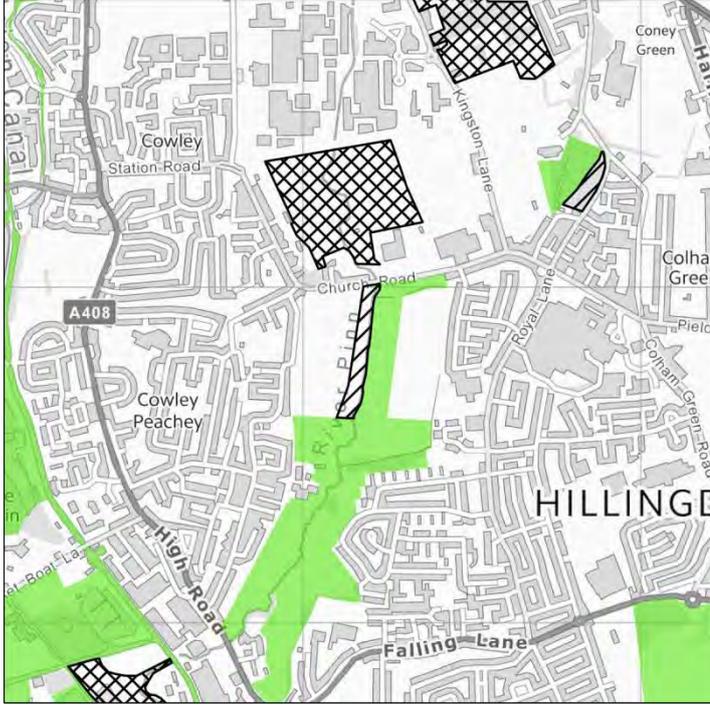
River Pinn and Manor Farm Pastures

Ref: SINC Ext 8

Map Information:

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

Solid green areas show existing nature conservation sites



Location	North and south of Field Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	1.77 ha
Habitat	Native broadleaved woodland, neutral grassland (semi-improved), tall herbs, running water.
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 Sites of Local or Borough Grade 2 Importance

The Dairy Farm, Harefield

Ref: SINC Ext 9

Map Information:



 Proposed Extension to existing SINC

Solid green areas show existing nature conservation sites

Site Type	Proposed Site of Grade 2 Nature Conservation Importance
Location	Land east/south east of Harefield
Grid Reference	TQ 077 916
Existing Use	Open land
Area (ha/sqm)	0.5 ha
Habitat	Native broadleaved woodland, scrub, neutral grassland (semi-improved), improved/reseeded agric grassland, marsh grassland
Relevant Planning History (Most recent)	Various agricultural consents
Designations	Green Belt, Conservation 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.

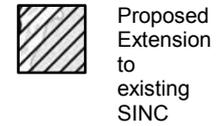
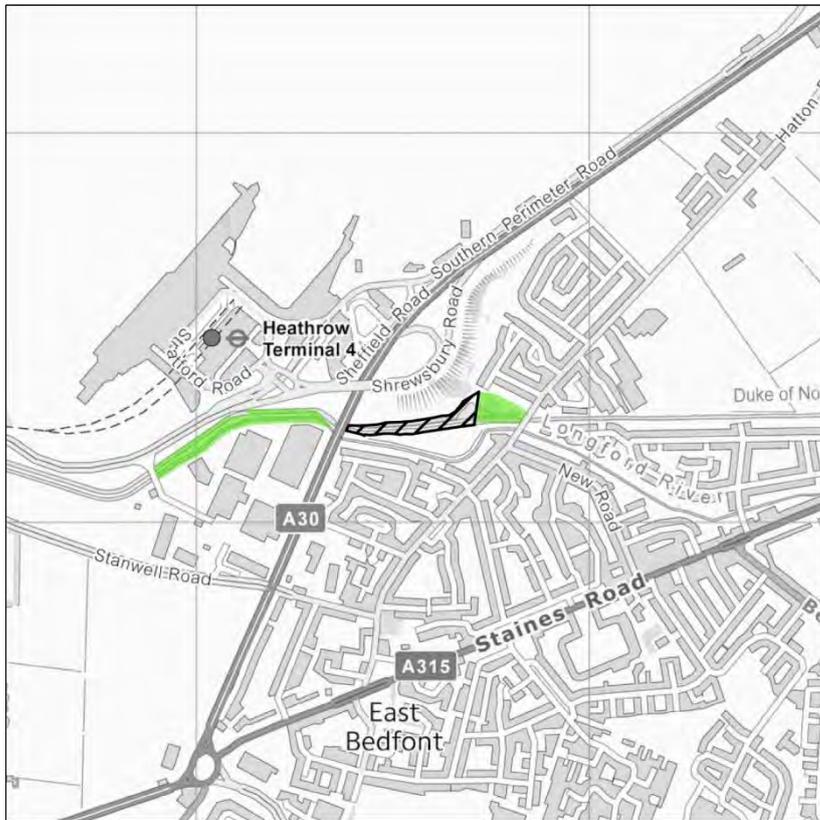
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

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

Duke of Northumberland's River at Two Bridges Farm

Ref: SINC Ext 10

Map Information:



Solid green areas show existing nature conservation sites

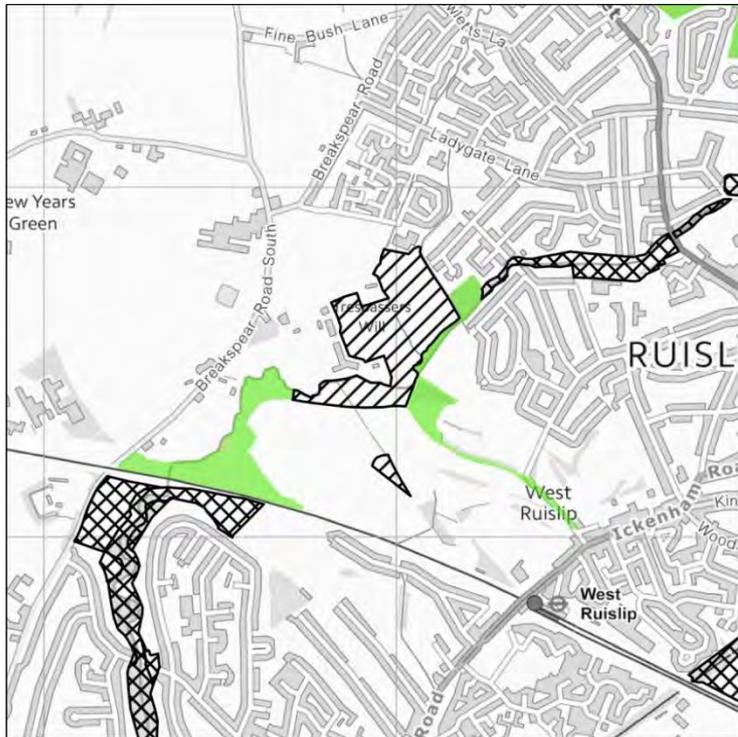
Location	Land south of Shrewsbury Road
Grid Reference	TQ 087 743
Existing Use	Open land
Area (ha/sqm)	1.5 ha
Habitat	Secondary wood, scattered trees, neutral grassland (semi improved and herb rich), scrub, bare soil, running water, ruderal chalk grassland, chalk cliffs.
Relevant Planning History (Most recent)	None
Designations	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 2 Importance

West Ruislip Golf Course and Old Priory Meadows

Ref: SINC Ext 11



Map Information:

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

Solid green areas show existing nature conservation sites

Location	South West of Ruislip
Grid Reference	TQ 078 874
Existing Use	Open land
Area (ha/sqm)	9.55 ha
PTAL Rating	1a/0
Habitat	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 New Sites of Importance for Nature Conservation

Table 5.4: Proposed New Sites of Importance for Nature Conservation (Metropolitan or Borough Grade 1 and Local or Borough Grade 2)

Site	Proposed Designation	Site Reference Number
River Pinn Corridor near Kings College Playing Fields and Manor Farm	Site of Metropolitan or Borough Grade I Importance	SINC New 1
River Pinn Corridor near Eastcote	Site of Metropolitan or Borough Grade I Importance	SINC New 2
Medipark Site, Harefield	Site of Metropolitan or Borough Grade I Importance	SINC Ext 3
River Pinn Corridor at Swakeleys Park and Riverside Walk	Site of Metropolitan or Borough Grade I Importance	SINC New 4
River Pinn Corridor near Northwood Hill	Site of Metropolitan or Borough Grade I Importance	SINC New 5
Stockley Park Lakes and Meadows	Site of Local or Borough Grade 2 Importance	SINC New 6
Former Field Heath Nursery	Site of Local or Borough Grade 2 Importance	SINC New 7
Uxbridge and Hillingdon Cemeteries	Site of Local or Borough Grade 2 Importance	SINC New 8
Cavendish Recreation Ground	Site of Local or Borough Grade 2 Importance	SINC New 9
Field Close Open Space Roughts	Site of Local or Borough Grade 2 Importance	SINC New 10
Herlwyn Park Recreation Ground and Railway Banks	Site of Local or Borough Grade 2 Importance	SINC New 11
Victoria Road Rail Banks	Site of Local or Borough Grade 2 Importance	SINC New 12
Haste Hill Golf Course, Northwood Golf Course and Northwood Cemetery	Site of Local or Borough Grade 2 Importance	SINC New 13
Hitherbroom Park	Site of Local or Borough Grade 2 Importance	SINC New 14
St Georges Meadows; Southlands Arts Centre	Site of Local or Borough Grade 2 Importance	SINC New 15

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

Ref: SINC New 1

Map Information:



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

Solid green areas show existing nature conservation sites

Location	Ruislip
Grid reference	TQ 096 881
Existing Use	Open Land/River Corridor
Area (ha/sqm)	11.67 ha
Habitat	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.

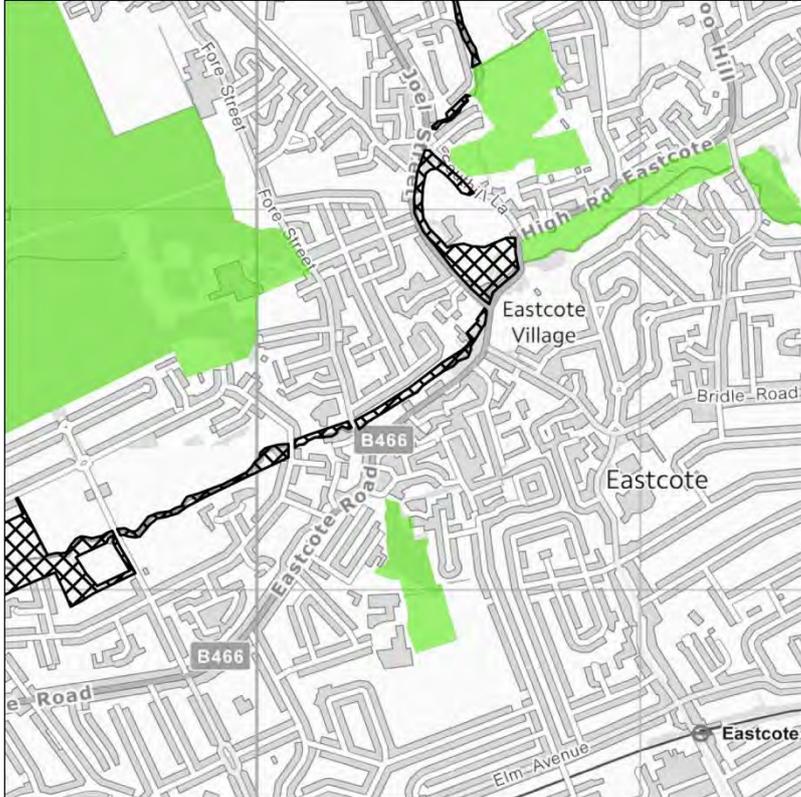
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

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

River Pinn Corridor near Eastcote

Ref: SINC New 2

Map Information:



 Proposed new SINC

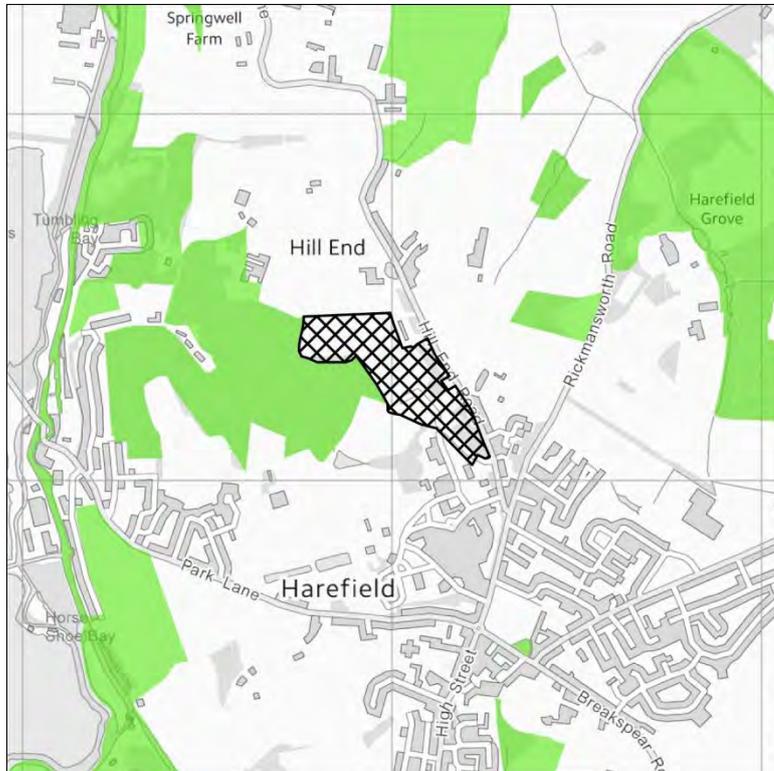
Solid green areas show existing nature conservation sites.

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	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

Medipark Site, Harefield **Ref: SINC New 8**



Map Information:



Proposed new SINC

Solid green areas show existing nature conservation sites

Location	North West of Harefield
Grid Reference	TQ 050 912
Existing Use	Open Land
Area (ha/sqm)	8.1 ha
Habitat	Native broadleaved woodland, scrub, bare artificial habitat, neutral grassland (semi-improved), roughland, tall herbs.
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

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

River Pinn Corridor at Swakeleys Park and Riverside Walk

Ref: SINC New 4

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.

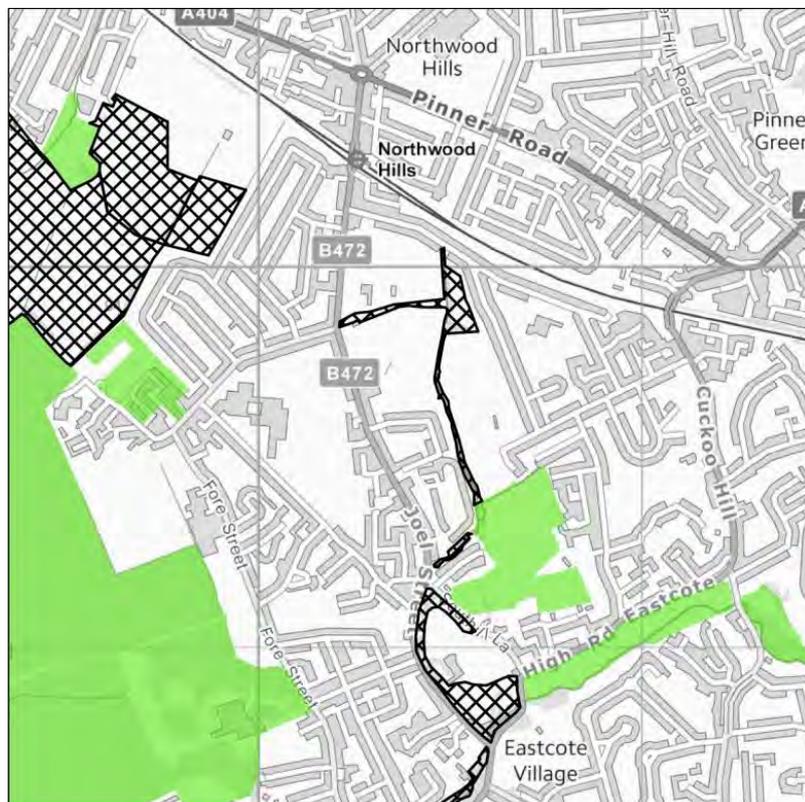
GREEN BELT; METROPOLITAN OPEN LAND; AREAS FORMING LINKS IN GREEN CHAINS; NATURE CONSERVATION SITES

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

River Pinn Corridor near Northwood Hill

Ref: SINC New 5

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)	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	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 Local or Borough Grade 2 Importance	
Stockley Park Lakes and Meadows	SINC New 6
Map Information:	
Location	Stockley Park lakes north of the Grand Union Canal
Grid Reference	TQ 081 800
Existing Use	Business Park lakes
Area (ha/sqm)	11.59 ha
Habitat	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.
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 Local or Borough Grade 2 Importance	
Former Field Heath Nursery	
Ref: SINC New 7	
Map Information:	
<p>Solid green areas show existing nature conservation sites</p>	
Location	North and south of Field Heath Road
Existing Use	Garden Centre/Playing Fields
Grid Reference	TQ 061 814
Area (ha/sqm)	10.7 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, 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 Local or Borough Grade 2 Importance	
Uxbridge and Hillingdon Cemeteries	SINC New 8
<p>Map Information:</p>  <p>  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 </p>	
Location	Hillingdon Hill, Uxbridge
Grid Reference	TQ 065 827
Existing Use	Cemetery
Area (ha/sqm)	7.6 ha
Habitat	Scattered trees, scrub, native hedge, vegetated walls, tombstones etc, amenity grassland.
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 Local or Borough Grade 2 Importance
Cavendish Recreation Ground**



SINC New 9

Map Information:



Proposed new SINC

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

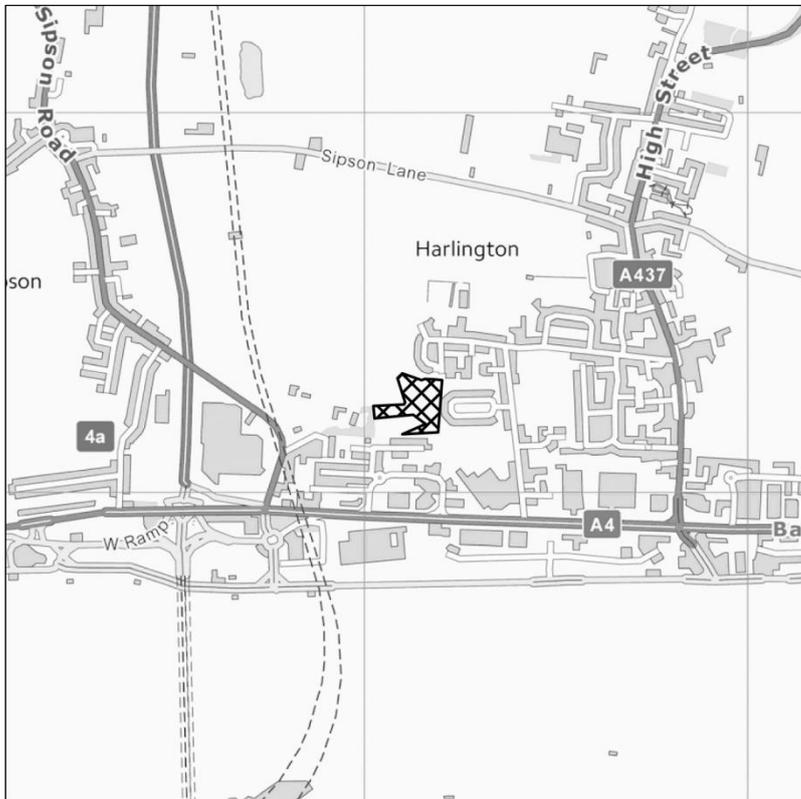
Location	Field End Road
Grid reference	TQ 111 870
Existing Use	Recreation Ground
Area (ha/sqm)	4.1 ha
Habitat	Scattered trees, hedge, scrub, tall herbs, semi improved neutral grassland, planted shrubbery, ruderal, amenity grassland, roughland.
Relevant Planning History (Most recent)	None
Designations	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 Local or Borough Grade 2 Importance
Field Close Open Space Roughs**

SINC New 10

Map Information:



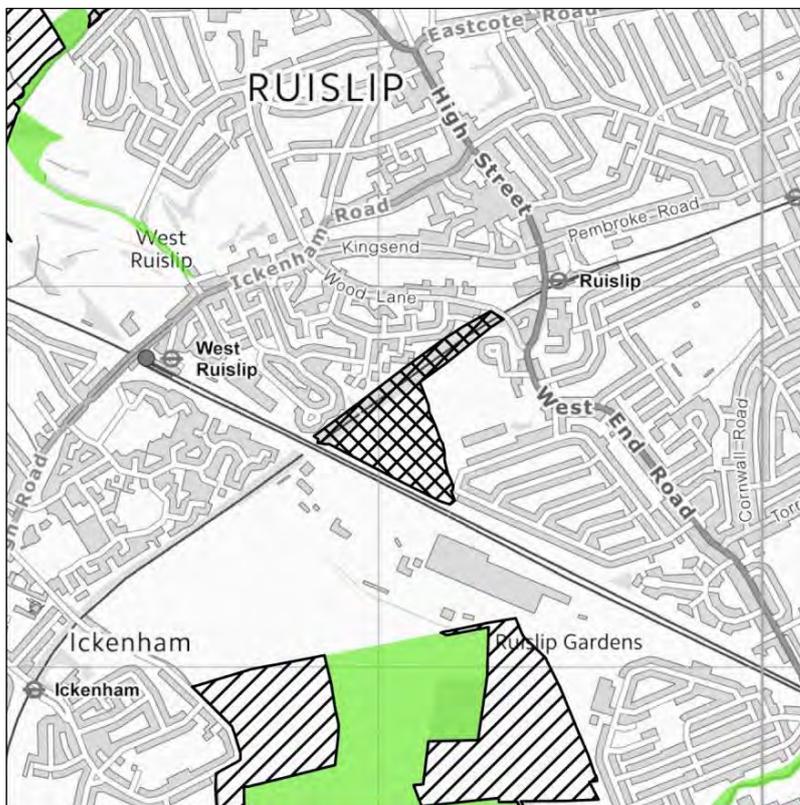
 Proposed new SINC

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	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 Local or Borough Grade 2 Importance
Herlwyn Park Recreation Ground and Railway Banks**

Ref: SINC New 11



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

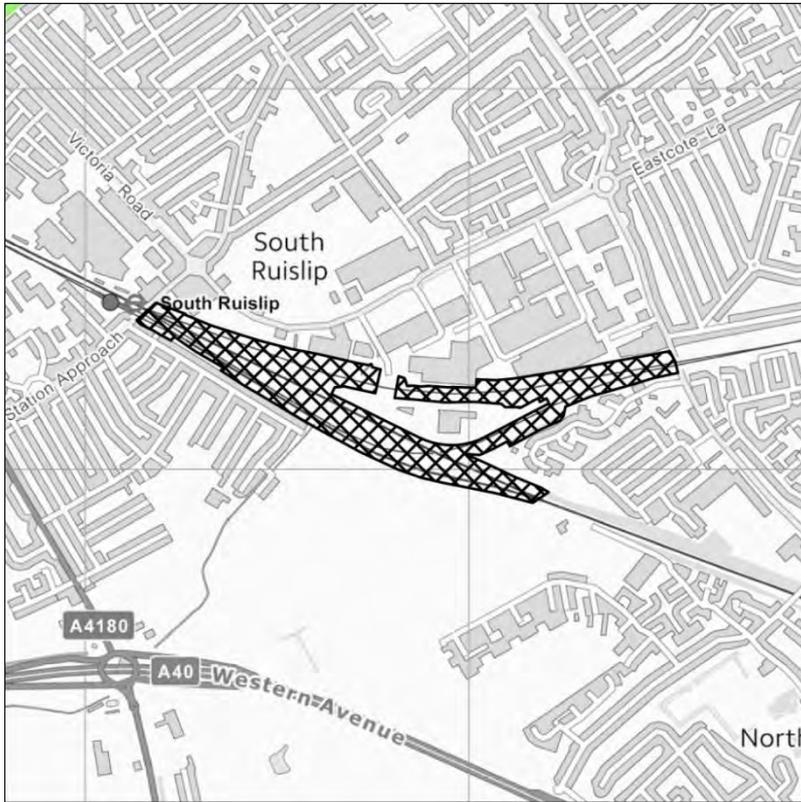
Location	North West of Sacred Heart School
Existing Use	Open Land
Grid reference	TQ 090 886
Area (ha/sqm)	7.63 ha
Habitat	Scattered trees, native hedge, amenity grassland, roughland.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan Part 1 Policy EM2: 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 Local or Borough Grade 2 Importance
Victoria Road Rail Banks**

SINC New 12

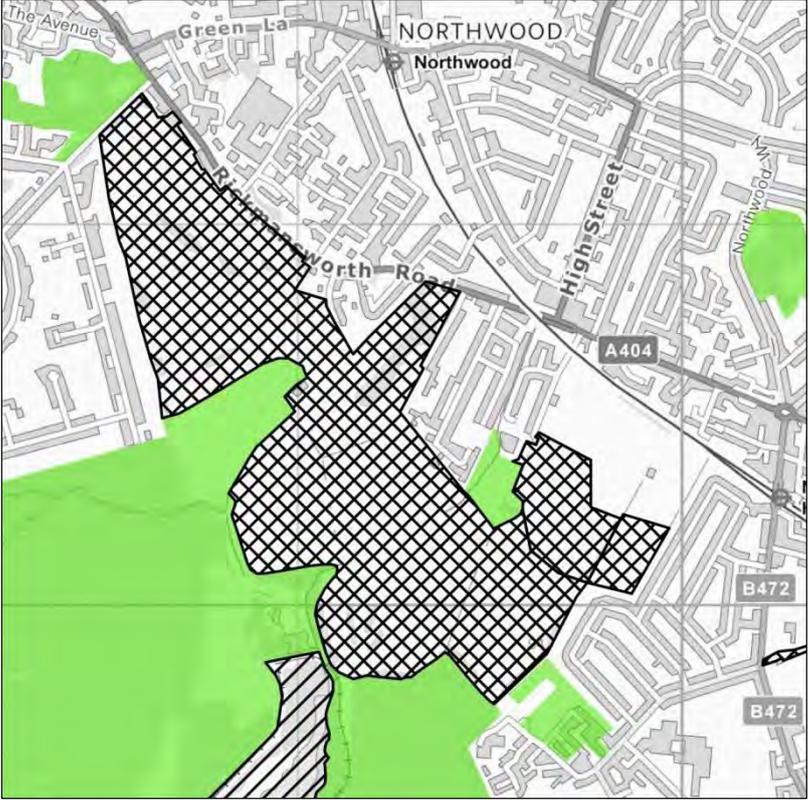
Map Information:



Proposed new SINC

Location	South of Stonefield Way Industrial Estate
Grid reference	TQ 121 849
Existing Use	Open land around railway tracks
Area (ha/sqm)	17.89 ha
Habitat	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 Local or Borough Grade 2 Importance	
Haste Hill Golf Course, Northwood Golf Course and Northwood Cemetery	Ref: SINC New 13
<p>Map Information:</p>  <p>  Proposed new SINC  Proposed Extension to existing SINC identified in Table 5.3 Solid green areas show existing nature conservation sites </p>	
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 Local or Borough Grade 2 Importance

Hitherbroom Park

Ref: SINC New 14

Map Information:



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

Solid green areas show existing nature conservation sites

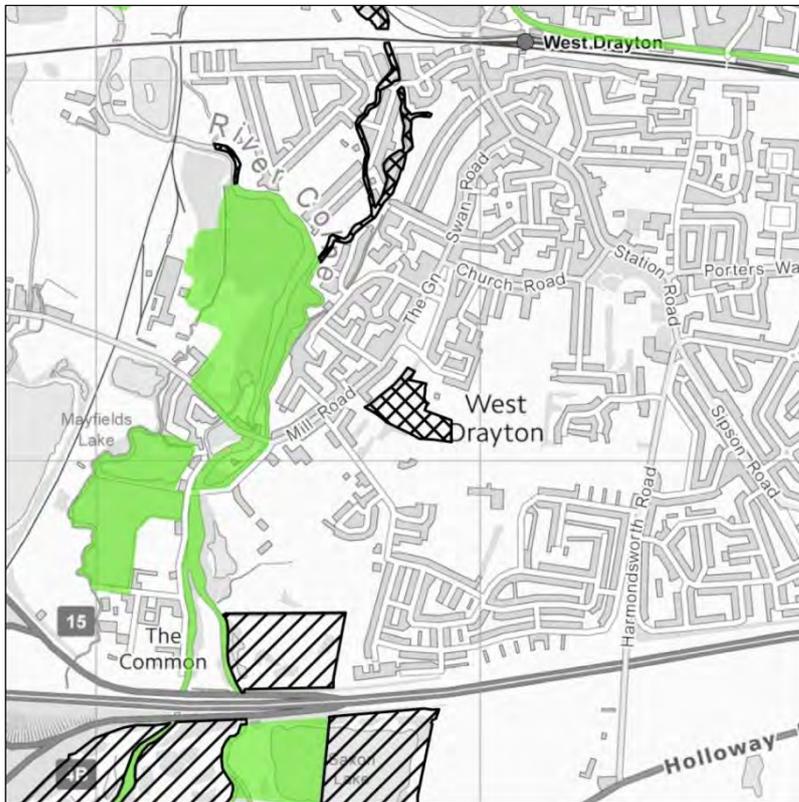
Location	Covers northern section of Minet Country Park
Grid Reference	TQ 077 916
Existing Use	Country Park
Area (ha/sqm)	1.16 ha
Habitat	Scattered trees, amenity grassland, running water, other gardens.
Relevant Planning History (Most recent)	None
Designations	Green Belt
Policy Considerations	Local Plan 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 Local or Borough Grade 2 Importance
St Georges Meadows; Southlands Arts Centre

Ref: SINC New 15

Map Information:



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

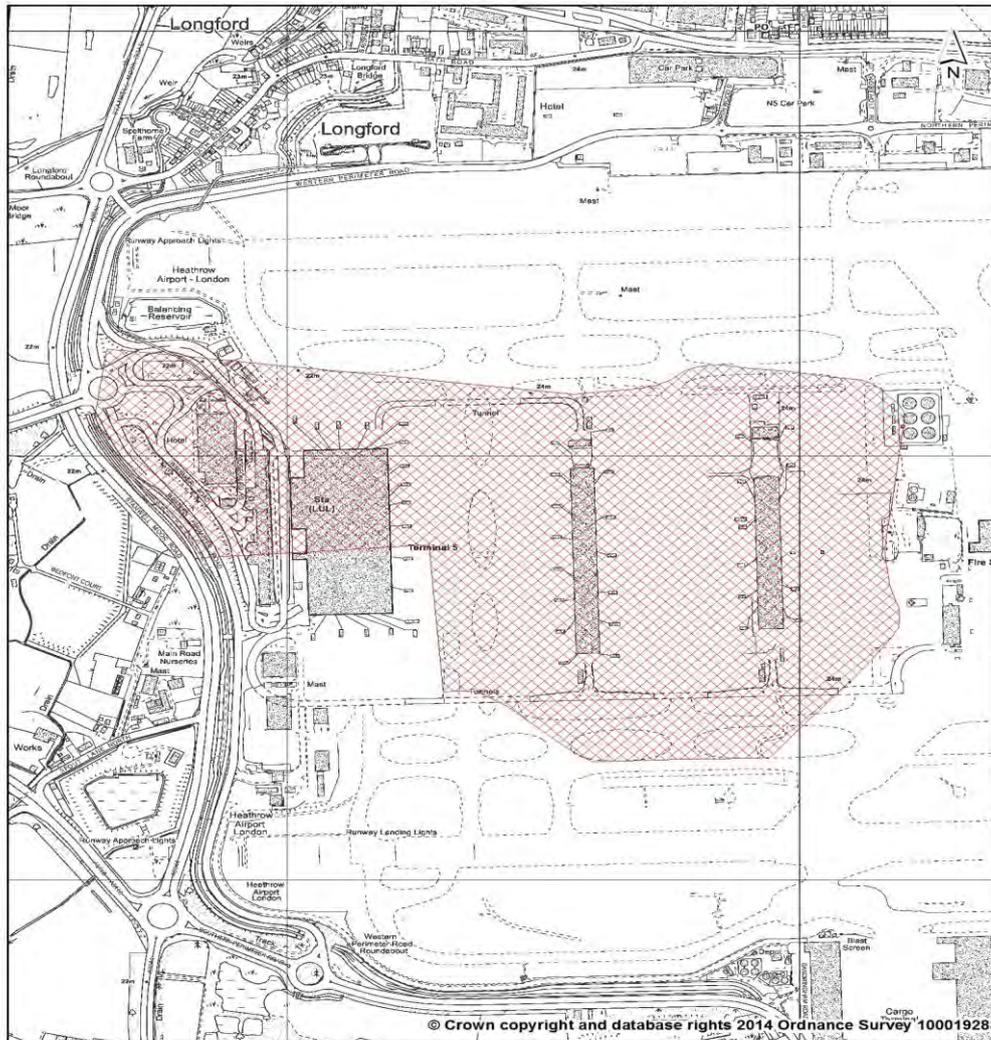
Solid green areas show existing Nature Conservation Sites of Metropolitan or Borough Grade I Importance

Location	West of The Closes Recreation Ground
Grid Reference	TQ 058 791
Existing Use	Open Land
Area (ha/sqm)	2.4 ha
Habitat	Native broadleaved woodland, scattered trees, improved/reseeded agric grassland, roughland, tall herbs, standing water.
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

SITE OF IMPORTANCE FOR NATURE CONSERVATION TO BE DELETED

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.

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 Policies 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 that 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.

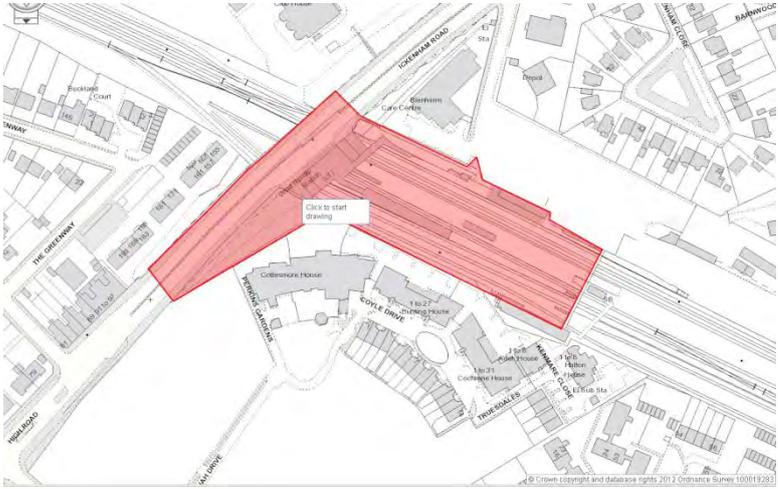
6.6 The Local Plan Part 1 identifies Uxbridge Metropolitan town centre for employment and retail growth, along with new housing at RAF Uxbridge, which will create significant new users of public transport in Uxbridge. The redevelopment of the bus/underground station is an important infrastructure improvement 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 between

KEY TRANSPORT INTERCHANGES

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

6.7 The 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)	1.2 ha
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

West Drayton Station	
Site Type	Improved Public Transport Interchange
Location	Station Approach, West Drayton
Existing Use	Railway Station
Area (ha/sqm)	0.5 ha
PTAL Rating	2/3
Relevant Planning History (Most recent)	None
Designations	Major Town Centre
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
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. Community Infrastructure Sites

School Place Provision

7.1 In January 2016, the school population in Hillingdon was 51,134. Among the maintained schools, academies and free schools, there are: 72 primary schools, 22 secondary schools, 7 special schools, 1 pupil referral unit and 1 nursery. 58 schools are maintained, 36 are academies and 7 are free schools.

7.2 The demand for school places in Hillingdon has been rising in recent years and is forecast to continue to rise in line with national and London-wide predictions. Demand for reception places at primary school level is being driven in part by rising birth rates, new house building and families moving into the Borough. Overall, at primary school level, the need for additional school places has largely been met by the successful school places expansion programme.

New Forms of Entry

7.3 The Council's updated forecast shows that demand for primary places in the north of the Borough appears to be reaching a plateau. However, there remains a residual need for a small number of additional forms of entry. Demand for places in the south of the Borough is still forecast to grow, particularly in the Hayes area where the majority of housing growth is expected to take place.

7.4 The Council's Strategic Infrastructure Plan (SIP) contains an up to date assessment of school place needs over the period of the Local Plan. In the 5 year period up to 2021/22, the SIP identifies a need to provide 9 primary forms of entry; 2 in the north of the borough and 7 in the south. Over the same period, there is an identified need for 12 secondary forms of entry: 9 in the north of the borough and 3 in the south.

Meeting the Needs

7.5 The need for primary places in the north of the borough is expected to be met through the expansion of two schools, Hillside Junior School and Warrender Primary. Subject to meeting the policies and provisions of this plan, the Council will support the delivery of a new primary school within or in the vicinity of the Hayes Housing Zone.

7.6 The majority of the forecast need for secondary provision is located in the north of the borough. The Council is progressing proposals for the expansion of Abbotsfield, Northwood and Swakeleys Schools and further expansions are expected at Vyners and Ruislip High School. Notwithstanding these proposals, it is likely that a new secondary school will be required to the north of the A40. The Council is assessing free school proposals to meet this requirement, although some temporary expansions may be required to

COMMUNITY INFRASTRUCTURE SITES

provide interim capacity. The Council's Strategic Infrastructure Plan notes that the demand for places in the south of the borough will be met, either through the expansion of existing schools, or the provision of a new free school.

7.7 All proposals for expansions or new schools will be required to meet the provisions of the criteria based policy DMCI 2 contained in the Council's Development Management Policies document.

Health Care Provision

7.8 Ensuring a healthy population is a key component of sustainable growth. The Council has produced the Joint Strategic Needs Assessment (JSNA), as the main policy document for health service delivery in the borough. The JSNA seeks to review the health and well-being of the population and reduce health inequalities. The Council's Strategic infrastructure Plan identifies key healthcare projects that are expected to come forward through to 2026. These projects can be divided between those relating to primary and acute healthcare.

Primary Care Provision

Description	Requirement	Delivery Aim
New out of hospital hub in North Hillingdon at Mount Vernon Hospital.	New building of approximately 700 sqm for out of hospital services and improved access to health facilities.	By 2019
New out of hospital hub in Uxbridge and West Drayton	New building of approximately 2,300 sqm for out of hospital services and improved access to health facilities.	By 2019/20
New primary care facility on the former Woodside Care Home site	New building of approximately 900 sqm to address population growth and resulting increased demand for healthcare facilities.	By 2018
New centralised CCG facility in Yiewsley	Site of approximately 2,500 sqm to meet healthcare requirements associated with housing growth.	Currently unknown
New primary care facility in Hayes & Harlington	New building of approximately 1,000-1500 sqm to extend the capacity of the existing HESA facility.	Within 5 years
Potential development at Eastcote Health Centre	Requirement to be determined through discussions with the CCG to extend and improve existing facilities.	Delivery aim: by 2019

7.9 In addition to the above, the Council recognises the need for improved facilities at Mount Vernon and also Hillingdon Hospital. The Council will work with the relevant providers to address the recognised need for these facilities.

COMMUNITY INFRASTRUCTURE SITES

Proposals will be assessed against the requirements of national planning guidance, the relevant policies in this plan and the impacts on the setting of the Listed Buildings.

Other Types of Community Infrastructure

7.10 In addition to education and health facilities, a range of other types of community infrastructure, such as cultural, play, sport/recreation and faith 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 will be reviewed as part of the review of the Local Plan Part 1.

MINERALS DEVELOPMENT

8. Minerals Safeguarding Areas and the Aggregate Recycling and Processing Location

8.1 The Local Plan Part 1 identifies three areas of safeguarded mineral resource, which are considered to contain sufficient reserves to meet Hillingdon's London Plan apportionment target for the supply of aggregates. The safeguarded areas were initially identified in the Council's Minerals Technical Background Report, published in 2008.

8.2 The safeguarded sites identified in the Local Plan Part 1 have been re-categorised to reflect the National Planning Practice Guidance, which provides further advice to Minerals Planning Authorities on how to plan for mineral extraction:

- Land to the west of Harmondsworth Quarry (Preferred Area)
- Land north of Harmondsworth (Preferred Area), and
- Land at Sipson Lane, east of the M4 spur (Specific Site)

8.3 In addition to the above sites, Land at Bedfont Court has previously been granted planning approval for extraction and is also identified as an Area of Search.

8.4 In addition, the following site is identified for aggregate recycling and processing.

- Bulls Bridge Aggregate Recycling and Processing Location

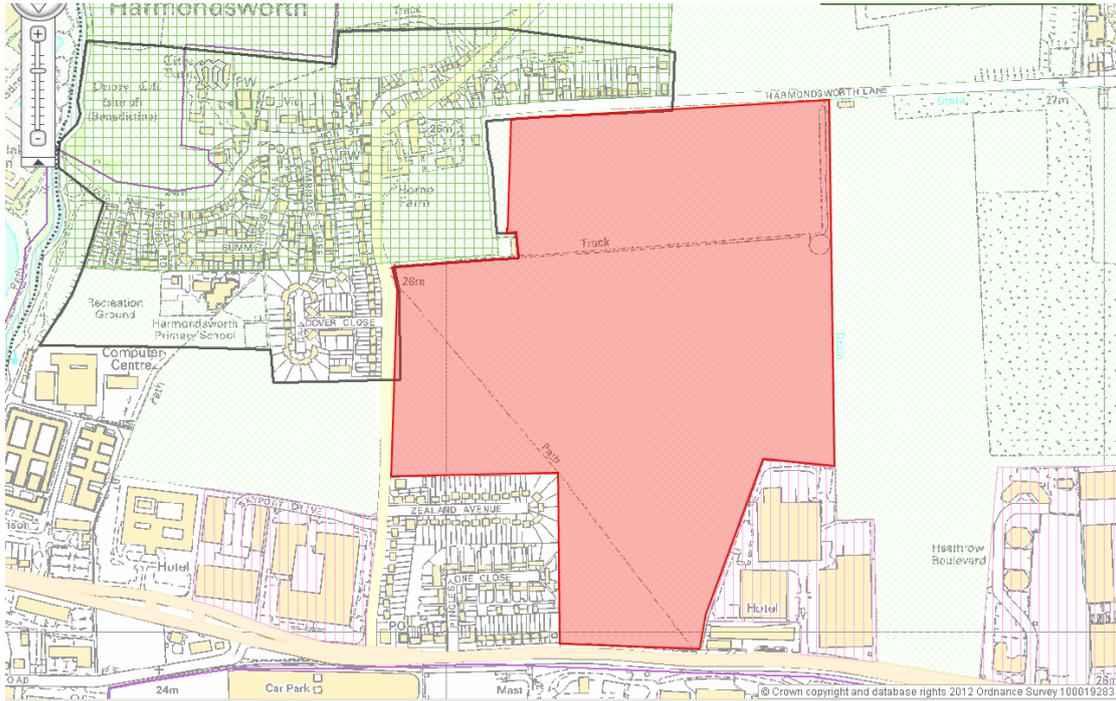
8.5 Any proposals affecting Minerals Safeguarding Areas and the Bulls Bridge Aggregate Recycling and Processing Location should take account of the relevant development management policies.

Relevant Development Management Policy

- [DMIN 1 Safeguarded Areas for Minerals](#)
- [DMIN 1A Assessing Proposals for New Minerals Development](#)
- [DMIN 4 Re-use and Recycling of Aggregates](#)

MINERALS DEVELOPMENT

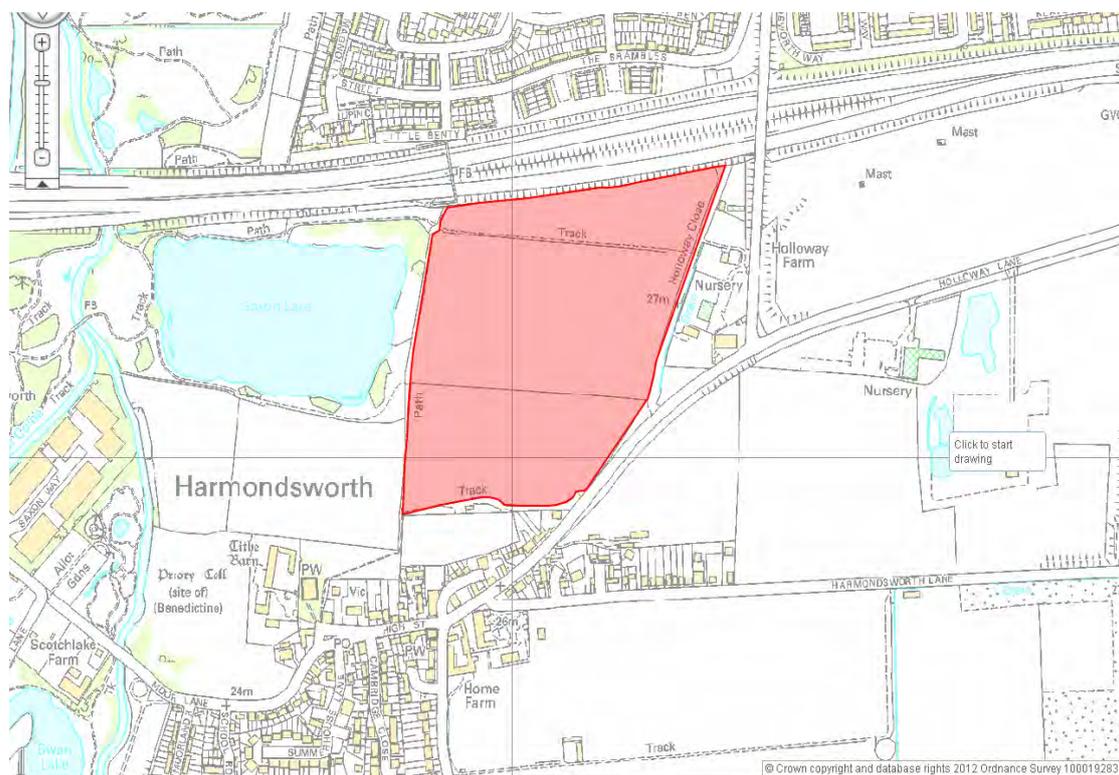
Land to the west of Harmondsworth Quarry



Site name	Land to the west of Harmondsworth Quarry
Site Type	Preferred 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 Policies EM2 and EM9
Indicative phasing	2021-2026

MINERALS DEVELOPMENT

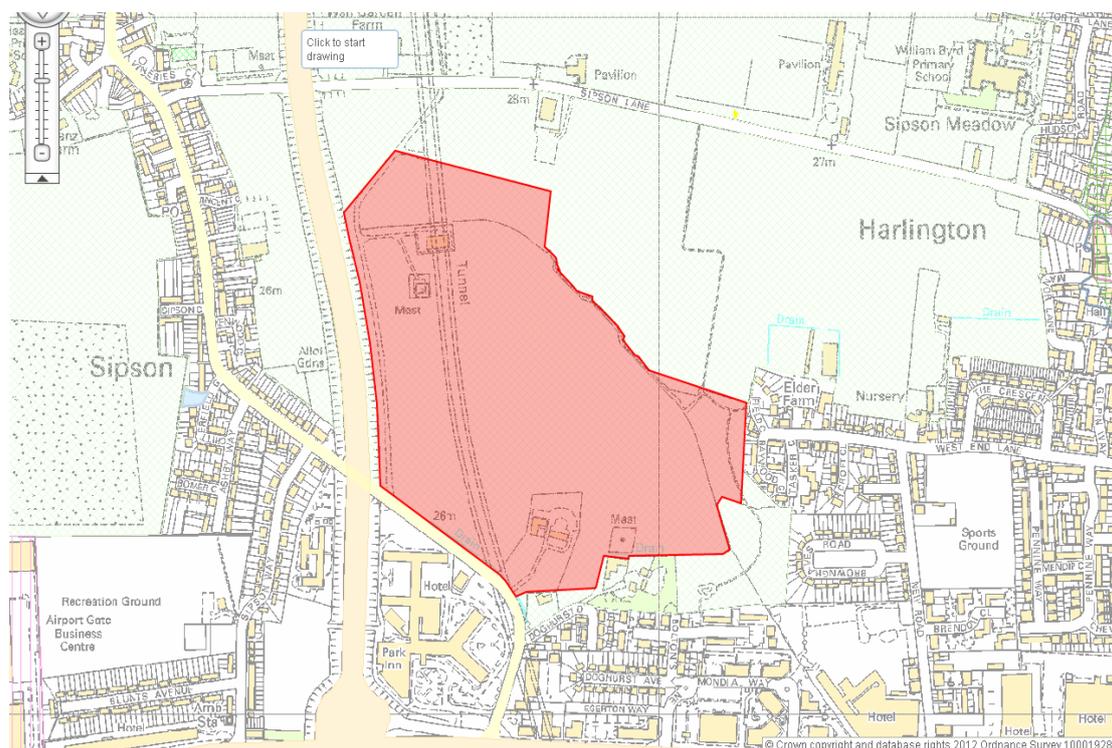
Land North of Harmondsworth



Site name	Land North of Harmondsworth
Site Type	Preferred 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: Policies HE1, EM2 and EM9
Indicative phasing	2021-2026

MINERALS DEVELOPMENT

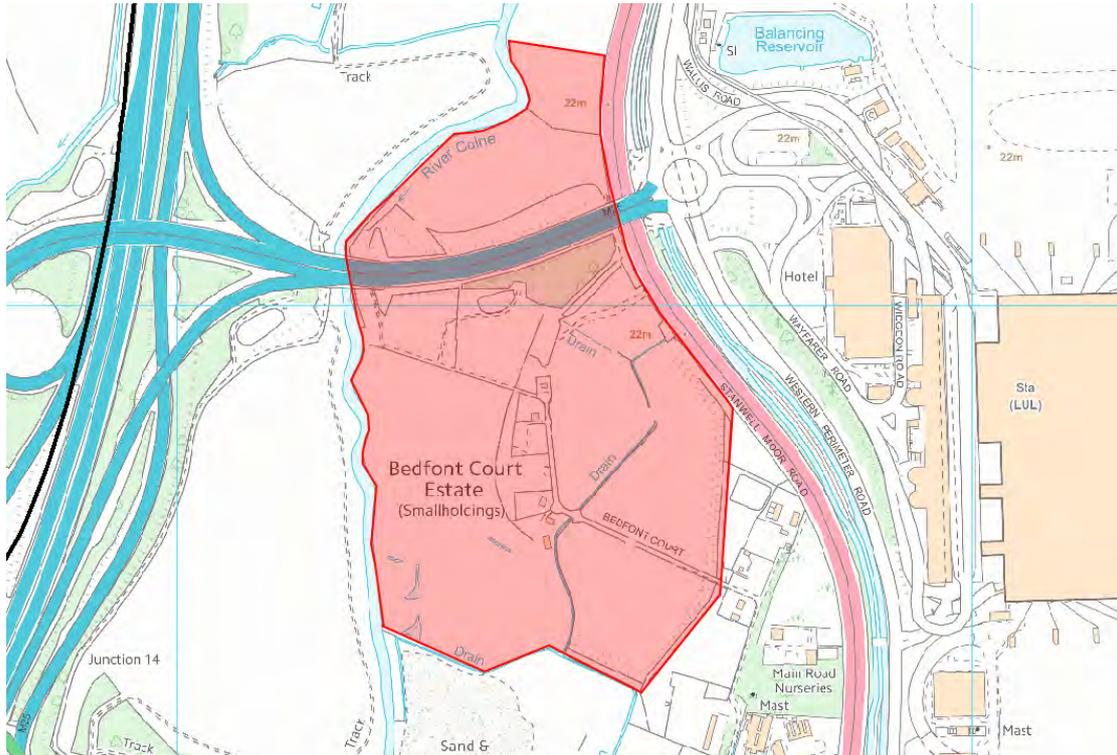
Land at Sipson Lane, East of the M4 Spur



Site name	Land at Sipson Lane, East of the M4 Spur
Site Type	Specific Site
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: Policies HE1, EM2 and EM9
Indicative phasing	2016-2021

MINERALS DEVELOPMENT

Bedfont Court Estate



Site name	Bedfont Court Estate
Site Type	Area of Search
Location	Site is located immediately to the west of the Heathrow Airport Boundary
Existing Use	Open Land
Area (ha/sqm)	26 ha
PTAL Rating	0
Proposed Development	Mineral Extraction
Infrastructure Considerations	As defined in the most recent planning proposals.
Relevant Planning History	Ref: 69073/APP/2013/637 Use of land for the extraction of sand and gravel, filling with inert waste and restoration to agriculture including associated works. Approved 22-10-13
Designation	Green Belt
Policy Considerations	London Plan Policy 5.20 Local Plan Part 1: Policies HE1, EM2 and EM9. Archaeological Considerations, including the

MINERALS DEVELOPMENT

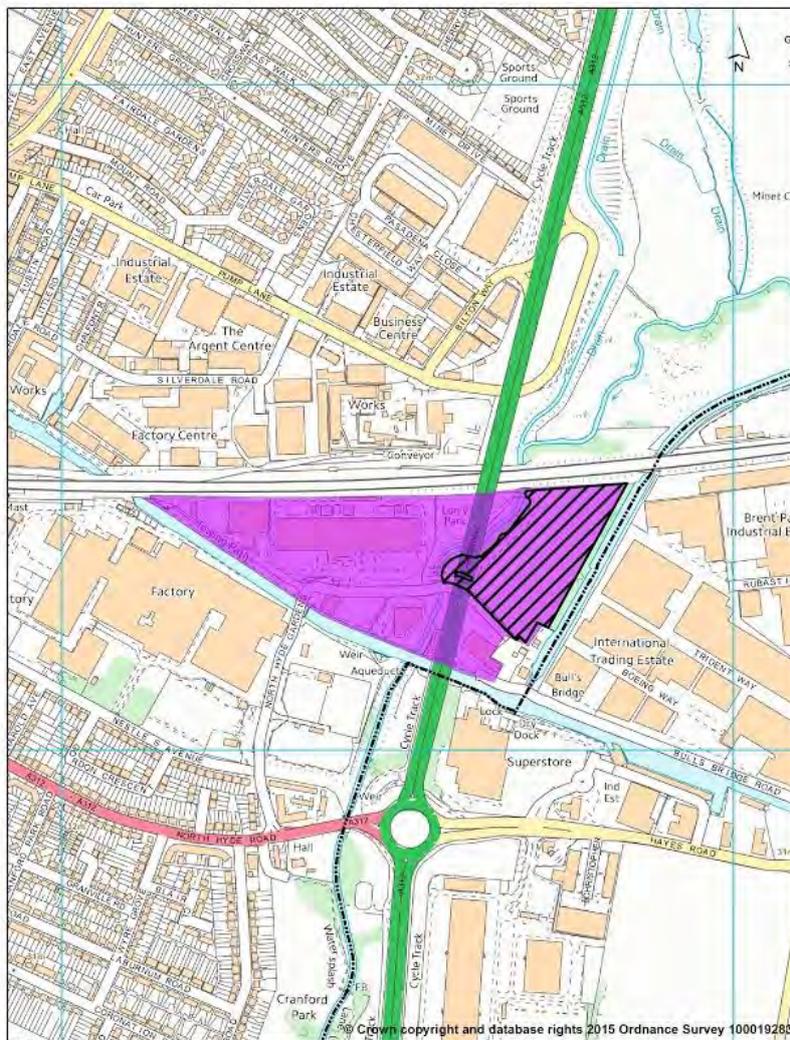
	Archaeological Priority Zone.
Indicative Phasing	2021-2026
Designation	Green Belt

MINERALS DEVELOPMENT

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 the 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 DEVELOPMENT

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: Policies HE1, EM2 and EM9
Indicative phasing	2016-2021

Railhead Safeguarding Areas

8.7 The NPPF 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.

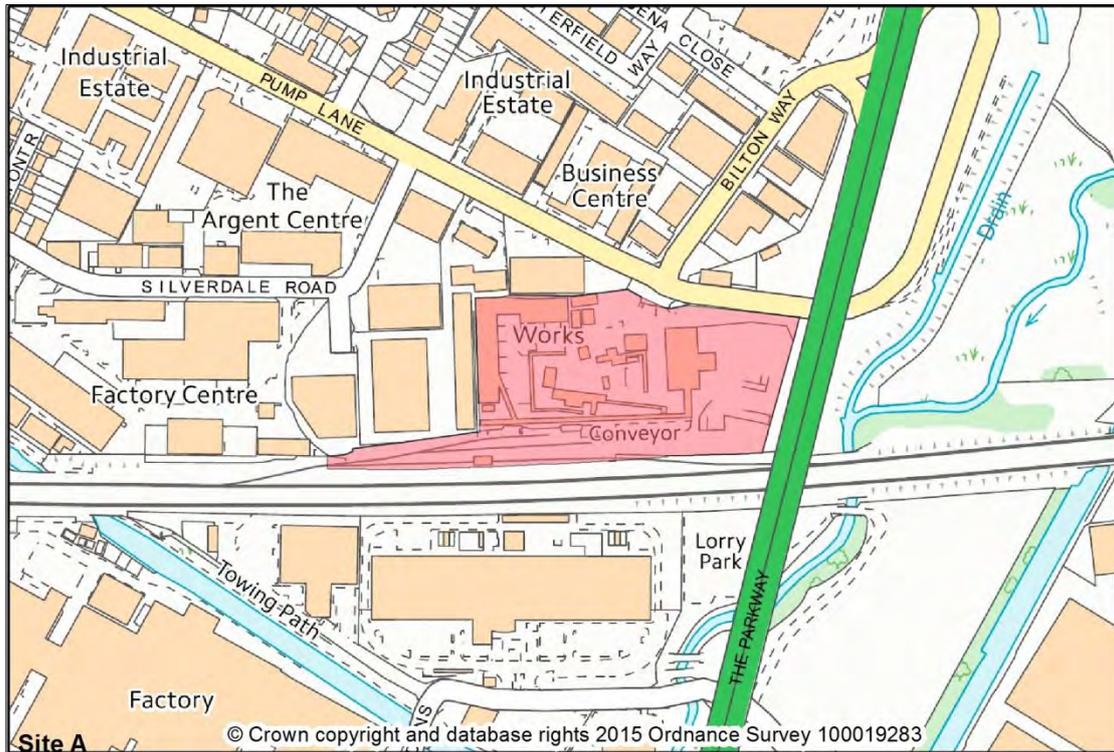
8.9 The following sites will be safeguarded:

1. Pump Lane, Hayes⁴
2. Victoria Road, South Ruislip
3. Tavistock Road, West Drayton
4. London Underground, West Ruislip

⁴ Includes site for ready mixed concrete batching

MINERALS DEVELOPMENT

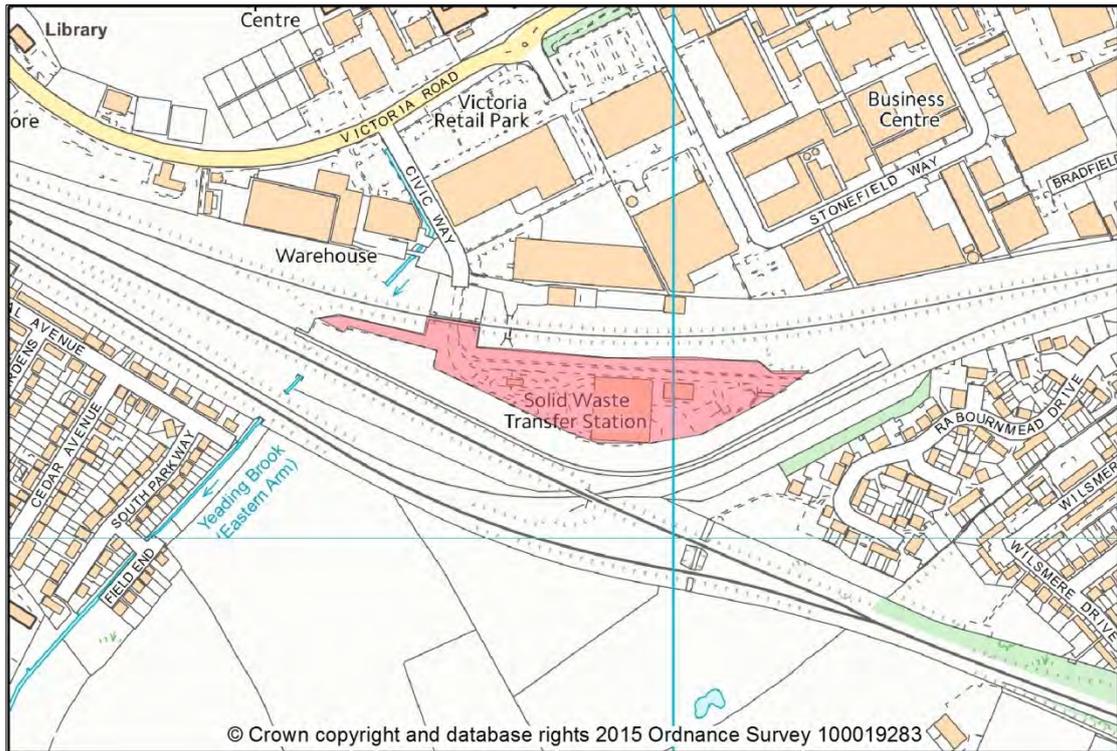
Pump Lane, Hayes



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: Policies EM2 and EM9

MINERALS DEVELOPMENT

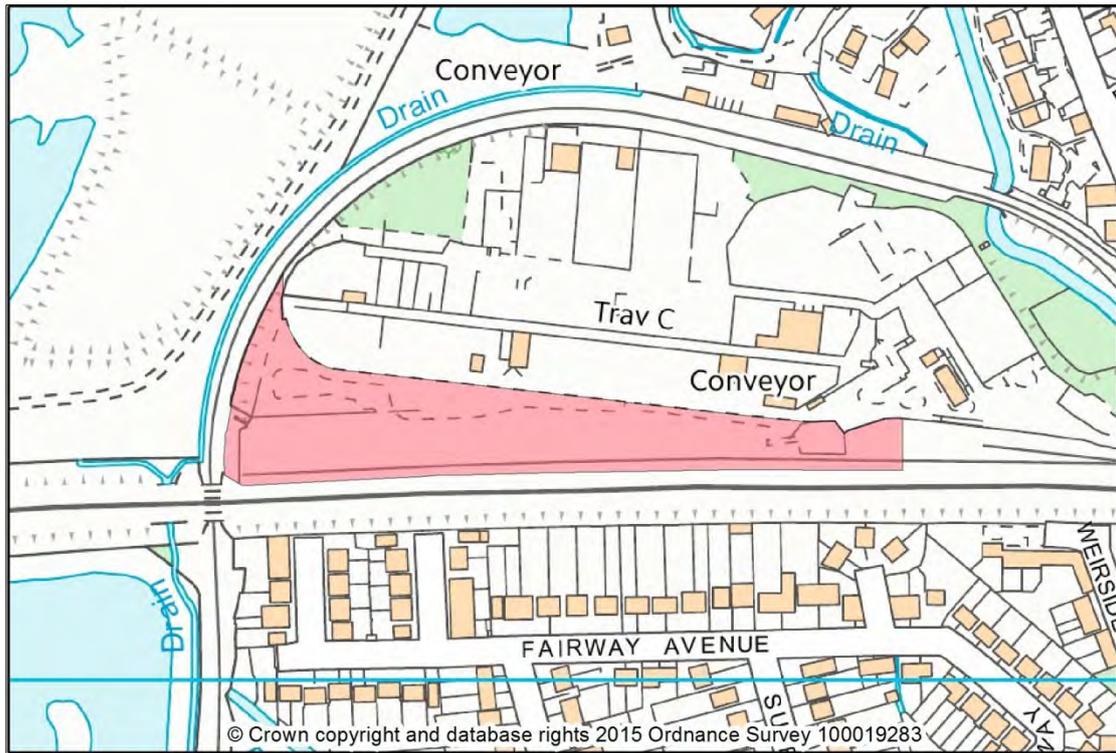
Victoria Road, South Ruislip



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: Policies EM2 and EM9

MINERALS DEVELOPMENT

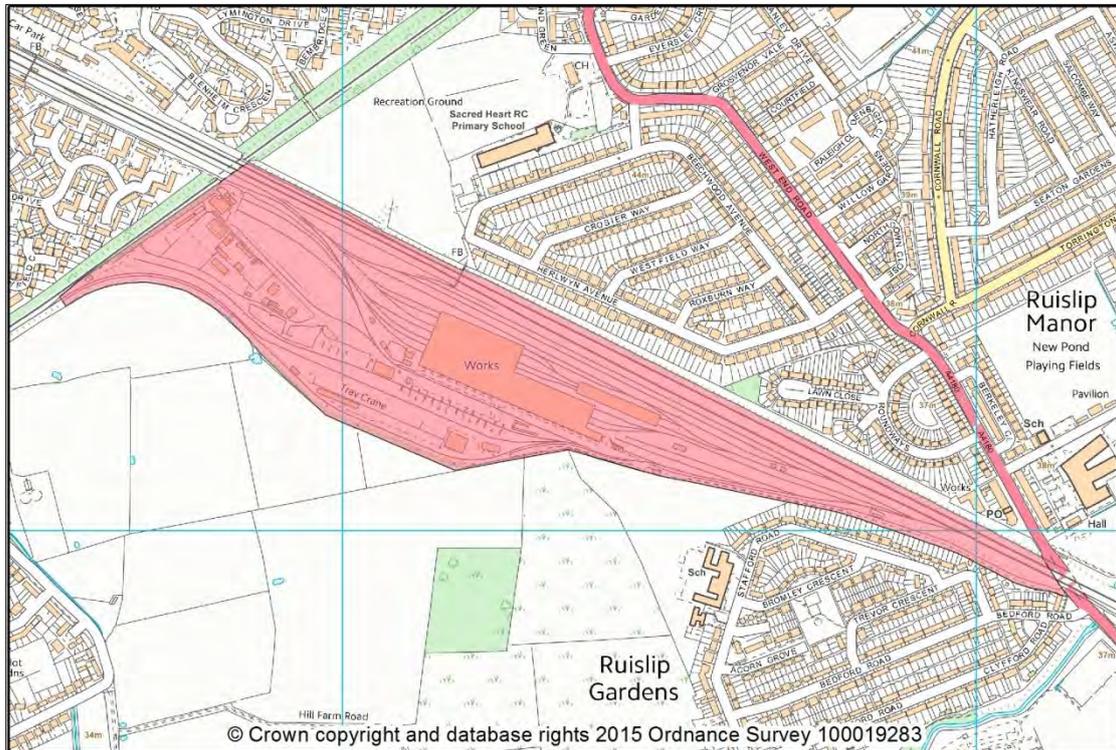
Tavistock Road, West Drayton



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: Policies EM2 and EM9

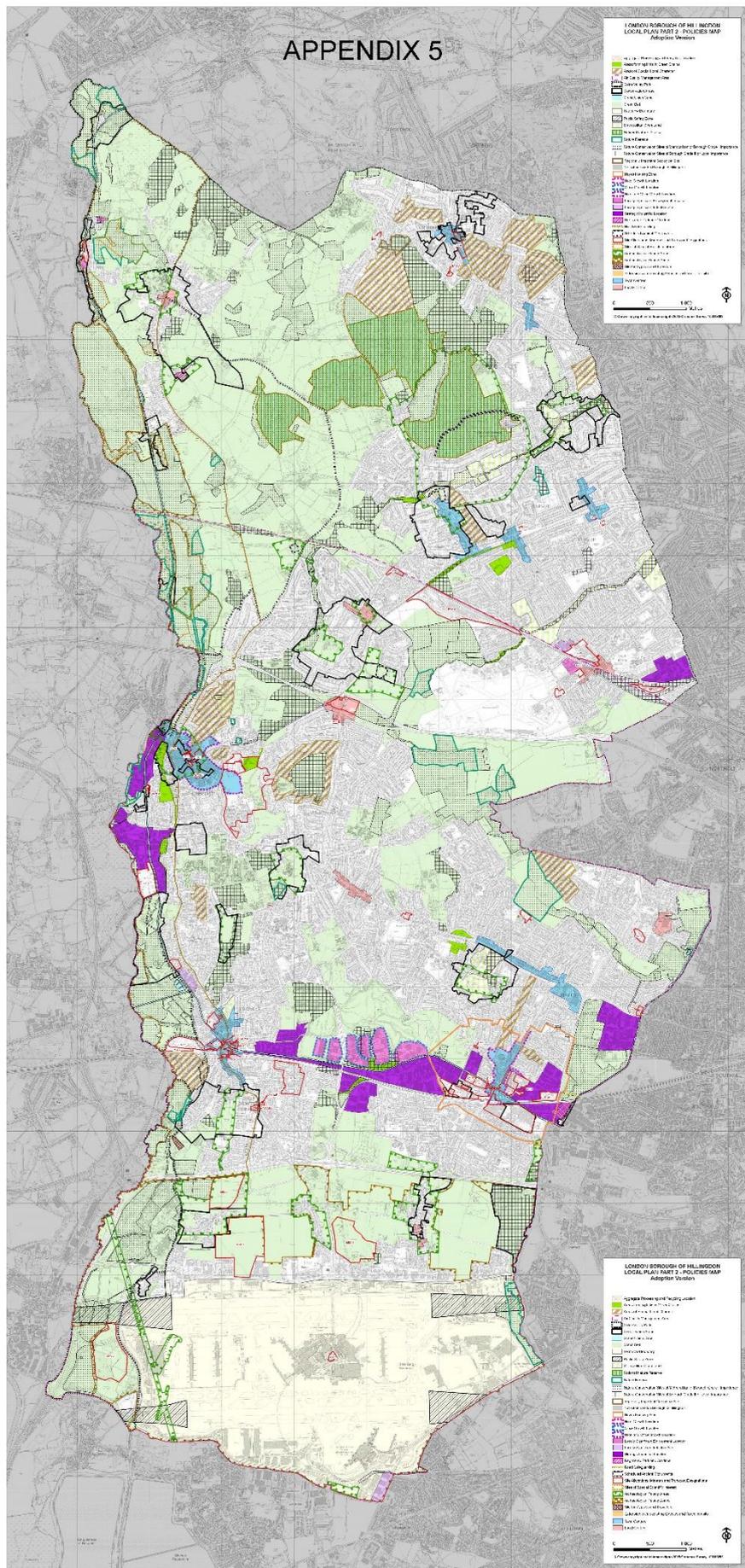
MINERALS DEVELOPMENT

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: Policies EM2 and EM9

APPENDIX 5 – Policies Map (large poster version in Group Offices and zoomable version on the Council’s website – or use QR code shown below on your mobile)



Appendix 6: Local Plan Part 2 Draft Adoption Statement

London Borough of Hillingdon

Draft Adoption Statement

Hillingdon Local Plan Part 2

In accordance with Regulations 26 and 35 of the Town and Country Planning (Local Planning (England) Regulations 2012 (as amended) notice is hereby given that London Borough of Hillingdon formally adopted the Hillingdon Local Plan Part 2 ('the LPP2') on 16 Jan 2020.

The LPP2 was subject to an independent examination conducted by Jameson Bridgwater PGDip TP MRTPI, an Inspector appointed by the Secretary of State. In his final report issued on 22 October 2019, the Inspector confirmed that the LPP2, subject to 'main modifications' satisfies the requirements of Section 20(5) of the Planning and Compulsory Purchase Act 2004 and meets the criteria for soundness in the National Planning Policy Framework. The adopted version of the LPP2 incorporates all of the main modifications required by the Inspector together with additional minor modifications proposed by the Council to aid clarity, consistency and accuracy.

Following the adoption of the Plan, the Council has withdrawn all of the remaining saved policies with the Unitary Development Plan (Saved 2007) as set out in Appendix 7 of the adoption report to Full Council. The development plan for the London Borough of Hillingdon now consists of the Hillingdon Local Plan Part 1 (2012), Hillingdon Local Plan Part 2 (2020), and the West London Waste Plan (2015).

Copies of the LPP2, the revised Policies Map, the schedules of major and minor modifications, this adoption statement and the Sustainability Appraisal of the LPP2 can be viewed on the Planning Policy pages of the Council's website.

These documents are also available for inspection during normal office hours at the Civic Centre, Uxbridge and local libraries.

Any person aggrieved by the adoption of the LPP2 may make an application to the High Court under Section 113 of the Planning and Compulsory Purchase Act 2004 on the grounds that the document is not within the appropriate power of the local planning authority and/or a procedural requirement has not been complied with.

Any such application must be made no later than the end of the period of six weeks beginning with the day after the date the Local Plan was adopted.

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

The London Borough of Hillingdon Unitary Development Plan (UDP) Saved Policies (2007) will be withdrawn as part of the Council's development plan following the adoption of the Hillingdon Local Plan Part 2.

The table below shows which UDP policies will be withdrawn and, for reference only, with the Local Plan policies which replace them.

UDP policies to be withdrawn	Replacement Local Plan Policies
Part One	
Pt 1.3 Seek greater public access to the countryside	
Pt 1.5 Promote countryside management	
Pt 1.11 To facilitate the development of communications networks	
Pt 1.15 To enable the conversion of residential properties to create more units.	
Pt 1.20 To give priority to retail uses at ground floor	
Pt 1.21 To seek publicly accessible open space	
Pt 1.22 To seek retention of existing open space	
Pt 1.23 To encourage industry and warehousing to locate within existing Industrial and Business Areas	
Pt 1.24 To reserve designated Industrial and Business Areas	
1.25 To encourage the provision of small industrial units.	
Pt 1.26 To encourage economic and urban regeneration in Hayes/ West Drayton corridor	
Pt 1.28 To encourage the provision of a range of hotel and conference facilities	
Pt 1.30 To promote and improve opportunities for everyone in Hillingdon	
Pt 1.33 To promote the construction of new roads	
Pt 1.34 To maintain the road hierarchy	

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

Pt 1.35 To accord priority to pedestrians in design and implementation of road construction.	
Pt 1.37 To facilitate the development of transport interchanges	
Pt 1.38 To seek a reduction in road accident casualties	
Pt 1.39 To seek appropriate planning obligations	
Part Two	
Open Land and Countryside	
OL1	DMEI 4 Development on the Green Belt or Metropolitan Open Land
OL2	DMEI 4 Development on the Green Belt or Metropolitan Open Land
OL4	DMEI 4 Development on the Green Belt or Metropolitan Open Land
OL5	DMEI 4 Development on the Green Belt or Metropolitan Open Land
OL9	DMEI 5 Development in Green Chains
OL11	DMEI 5 Development in Green Chains
OL12	DMEI 4 Development on the Green Belt or Metropolitan Open Land
OL13	DMEI 4 Development on the Green Belt or Metropolitan Open Land
OL14	DMEI 4 Development on the Green Belt or Metropolitan Open Land
OL15	DMEI 4 Development on the Green Belt or Metropolitan Open Land, DMEI 6
OL19	
OL21	DMEI 12 Development of Land Affected by Contamination
OL22	DMEI 12 Development of Land Affected by Contamination
OL23	DMEI 12 Development of Land Affected by Contamination
OL26	DMHB 14 Trees and Landscaping
Ecology and Nature Conservation	

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

EC1	DMEI 7 Biodiversity Protection and Enhancement
EC2	DMEI 7 Biodiversity Protection and Enhancement
EC3	DMEI 7 Biodiversity Protection and Enhancement
EC4	DMEI 7 Biodiversity Protection and Enhancement
EC5	DMEI 7 Biodiversity Protection and Enhancement
EC6	DMEI 7 Biodiversity Protection and Enhancement
Built Environment	
BE1	DMHB 1 Heritage Assets DMHB 7 Archaeological Priority Areas and Archaeological Priority Zones
BE2	DMHB 1 Heritage Assets DMHB 2 Listed Buildings DMHB 7 Archaeological Priority Areas and Archaeological Priority Zones
BE3	DMHB 1 Heritage Assets DMHB 7 Archaeological Priority Areas and Archaeological Priority Zones DMIN 2 Prior Extraction
BE4	DMHB 1 Heritage Assets DMHB 4 Conservation Area
BE5	DMHB 1 Heritage Assets DMHB 5 Areas of Special Local Character
BE6	DMHB 1 Heritage Assets DMHB 6 Gatehill Farm Estate and Copse Wood Estate Areas of Special Local Character
BE7	DMHB 1 Heritage Assets DMHB 6 Gatehill Farm Estate and Copse Wood Estate Areas of Special Local Character
BE8	DMHB 1 Heritage Assets DMHB 2 Listed Buildings DMHB 3 Locally Listed Buildings
BE9	DMHB 1 Heritage Assets DMHB 2 Listed Buildings
BE10	DMHB 1 Heritage Assets DMHB 2 Listed Buildings
BE11	DMHB 1 Heritage Assets DMHB 2 Listed Buildings

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

BE12		DMHB 1 Heritage Assets DMHB 2 Listed Buildings DMHB 3 Locally Listed Buildings
BE13		DMHB 11 Design of New Development DMHB 12 Streets and Public Realm
BE14		DMHB 11 Design of New Development
BE15		DMHB 11 Design of New Development
BE18		DMHB 15 Planning for Safer Places
BE19		DMHB 11 Design of New Development DMHB 12 Streets and Public Realm
BE20		DMHB 11 Design of New Development
BE21		DMHD 1 Alterations and Extensions to Residential Dwellings
BE22		DMHD 1 Alterations and Extensions to Residential Dwellings
BE23		DMHB 18 Private Outdoor Amenity Space
BE24		DMHB 11 Design of New Development DMHD 1 Alterations and Extensions to Residential Dwellings
BE25		DME 1 Employment Uses in Designated Sites DME 2 Employment Uses Outside of Designated Sites DME 3 Office Development
BE26		DMHB 10 High Buildings and Structures DMTC 1 Town Centre Development
BE27		DMHB 13A Advertisements and Shop Signage
BE28		DMHB 13 Shopfronts
BE29		DMHB 13A Advertisements and Shop Signage
BE30		DMHB 13A Advertisements and Shop Signage
BE31		DMEI 8 Waterside Development
BE32		DMEI 8 Waterside Development
BE33		DMHB 20 Moorings

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

BE34	DMEI 8 Waterside Development
BE35	DMHB 11 Design of New Development
BE36	DMHB 10 High Buildings and Structures
BE37	DMHB 21 Telecommunications
BE38	DMHB 14 Trees and Landscaping
BE39	DMHB 14 Trees and Landscaping
Other environmental considerations	
OE1	DMEI 14 Air Quality DMT 2 Highways Impacts
OE3	DMHB 11 Design of New Development DMIN 2 Prior Extraction DMAV 2 Heathrow Airport DMAV 3 RAF Northolt
OE5	DMHB 11 Design of New Development
OE7	DMEI 9 Management of Flood Risk
OE8	DMEI 9 Management of Flood Risk
OE9	DMEI 10 Water Management, Efficiency and Quality
OE10	DMEI 10 Water Management, Efficiency and Quality
OE11	DMEI 12 Development of Land Affected by Contamination DMEI 11 Importation of Material
Housing	
H1	
H2	DMH 1 Safeguard Existing Housing
H3	DMH 1 Safeguard Existing Housing
H4	DMH 2 Housing Mix
H5	DMH 2 Housing Mix

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

H7	DMH3 Office Conversions DMH 4 Residential Conversions and Redevelopment
H8	DMH 3 Office Conversions
H10	DMH 8 Sheltered Housing and Care Homes
H12	DMH 6 Garden and Backland Development
Shopping and Town Centres	
S6	DMTC 2 Primary and Secondary Shopping Areas DMTC 3 Maintaining the Viability of Local Centres and Local Parades DMTC 4 Amenity and Town Centre Uses
S7	DMTC 3 Maintaining the Viability of Local Centres and Local Parades
S9	DMTC 3 Maintaining the Viability of Local Centres and Local Parades DMTC 4 Amenity and Town Centre Uses
S10	DMTC 3 Maintaining the Viability of Local Centres and Local Parades DMTC 4 Amenity and Town Centre Uses
S11	DMTC 2 Primary and Secondary Shopping Areas
S12	DMTC 2 Primary and Secondary Shopping Areas
Recreation, Leisure and Community Facilities	
R1	DMHB 18 Private Outdoor Amenity Space DMHB 19 Play Space DMCI 3 Public Open Space Provision DMCI 4 Open Spaces in New Development DMCI 5 Children's Play Area
R2	DMTC 1 Town Centre Development
R3	DMCI 1 Retention of Existing Community Sport and Education Facilities DMCI 6 Indoor Sports and Leisure Facilities
R4	DMCI 3 Public Open Space Provision
R5	DMCI 1 Retention of Existing Community Sport and Education Facilities DMCI 6 Indoor Sports and Leisure Facilities
R6	DMCI 2 New Community Infrastructure

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

R7	DMTC 1 Town Centre Development DMCI 6 Indoor Sports and Leisure Facilities
R8	DMCI 1 Retention of Existing Community Sport and Education Facilities DMCI 6 Indoor Sports and Leisure Facilities
R9	DMCI 1 Retention of Existing Community Sport and Education Facilities
R10	DMCI 1 Retention of Existing Community Sport and Education Facilities DMCI 1A Development of New Education Floorspace
R11	DMCI 1 Retention of Existing Community Sport and Education Facilities DMCI 6 Indoor Sports and Leisure Facilities
R12	DMCI 1A Development of New Education Floorspace DMCI 2 New Community Infrastructure
R13	DMCI 1A Development of New Education Floorspace
R14	DME 1 Employment Uses in Designated Sites
R15	DMH 1 Safeguard Existing Housing
R16	DMCI 2 New Community Infrastructure DMCI 5 Children's Play Area
R17	DMCI 7 Planning Obligations and Community Infrastructure Levy
The Local Economy	
LE1	DME 1 Employment Uses in Designated Sites
LE2	DME 1 Employment Uses in Designated Sites
LE3	DME 1 Employment Uses in Designated Sites
LE4	DME 2 Employment Uses Outside of Designated Sites
LE6	DME 3 Office Development
LE7	DME 1 Employment Uses in Designated Sites
Airports and Aviation	
A1	DMAV 2 Heathrow Airport

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

A2	DMAV 2 Heathrow Airport
A3	DMAV 3 RAF Northolt
A4	DMAV 2 Heathrow Airport
A5	DMAV 2 Heathrow Airport DMAV 3 RAF Northolt
A6	DMAV 1 Safe Operation of Airports
Tourism	
T2	DME5 Hotels and Visitor Accommodation
T4	DME5 Hotels and Visitor Accommodation
Minerals and Waste Disposal	
MIN1	DMIN 1 Preferred Areas of Mineral Extraction and Aggregates Railheads DMIN 2 Prior Extraction
MIN3	DMIN 1A Assessing Proposals for New Minerals Development
MIN4	DMIN 1A Assessing Proposals for New Minerals Development
MIN5	DMIN 1A Assessing Proposals for New Minerals Development
MIN6	DMIN 1A Assessing Proposals for New Minerals Development
MIN7	DMIN 3 Extraction, Landfilling and Restoration
MIN8	DMIN 3 Extraction, Landfilling and Restoration
MIN9	DMIN 3 Extraction, Landfilling and Restoration
MIN10	DMIN 3 Extraction, Landfilling and Restoration
MIN11	DMIN 3 Extraction, Landfilling and Restoration
MIN12	DMIN 3 Extraction, Landfilling and Restoration
MIN14	DMIN 1A Assessing Proposals for New Minerals Development
MIN15	DMIN 1A Assessing Proposals for New Minerals Development

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

MIN16	DMIN 4 Re-use and Recycling of Aggregates
MIN17	DMIN 4 Re-use and Recycling of Aggregates
MIN18	DMIN 4 Re-use and Recycling of Aggregates
MIN19	DMIN 3 Extraction, Landfilling and Restoration
MIN20	DMIN 3 Extraction, Landfilling and Restoration
MIN21	DMIN 3 Extraction, Landfilling and Restoration
MIN23	DMIN 1A Assessing Proposals for New Minerals Development
MIN24	DMIN 1 Preferred Areas of Mineral Extraction and Aggregates Railheads DMIN 1A Assessing Proposals for New Minerals Development
MIN25	DMIN 1A Assessing Proposals for New Minerals Development
MIN26	DMIN 1A Assessing Proposals for New Minerals Development
MIN27	DMIN 1A Assessing Proposals for New Minerals Development
Accessibility and Movement	
AM1	DMT 1 Managing Transport Impacts DMT 4 Public Transport
AM2	DMT 2 Highways Impacts DMT 4 Public Transport
AM3	DMT 3 Road Safeguarding
AM4	DMT 2 Highways Impacts DMT 3 Road Safeguarding
AM5	DMT 3 Road Safeguarding
AM6	DMT 2 Highways Impacts
AM7	DMT 2 Highways Impacts
AM8	DMT 5 Pedestrians and Cyclists
AM9	DMT 5 Pedestrians and Cyclists

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

AM10	DMT 5 Pedestrians and Cyclists
AM11	DMT 4 Public Transport
AM12	DMT 4 Public Transport
AM13	DMT 4 Public Transport
AM14	DMT 6 Vehicle Parking
AM15	DMT 6 Vehicle Parking
AM16	DMT 6 Vehicle Parking
AM17	DMT 6 Vehicle Parking
AM18	DMT 7 Freight
Proposals	
PR2	Site Allocations
PR5	Site Allocations
PR8	Site Allocations
PR10	Site Allocations
PR16	Site Allocations
PR19	Site Allocations
PR20	Site Allocations
PR21	Site Allocations
PR22	Site Allocations
PR23	Site Allocations

Appendix 7 - Withdrawn UDP Policies and Supplementary Planning Guidance

Supplementary Planning Documents and Guidance to be Withdrawn

Hillingdon Design and Accessibility Statements (HDAS) (July 2006) - ALL WITHDRAWN

- Shopfronts

Refer to LPP2 Appendix B - Design Guidance for Shopfronts

- Residential Extensions

- Residential Layouts

Refer to LPP2 Appendix A - Householder Development Policies

DMHD 1: Alterations and Extensions to Residential Dwellings

DMHD 2: Outbuildings

DMHD 3: Basements

- Transport Interchanges

Refer instead to Local Plan policy T1 and LPP2 Site Allocations of Key Transport Interchanges

Noise Supplementary Planning Document 2006 - WITHDRAWN

Refer to Local Plan policy EM8: Land, Water, Air and Noise and relevant policies in the London Plan.

Affordable Housing SPD May 2006 - WITHDRAWN

Interim Guidance note for planning obligations Sept 2006 - WITHDRAWN

Live/Work SPD May 2006 - WITHDRAWN

Porters Way Planning Brief December 2005 - WITHDRAWN

Botwell Green Planning Brief April 2002 - WITHDRAWN

Hillingdon House Farm Planning Brief May 2003 - WITHDRAWN

Houses in Multiple Occupation SPG August 2004 - WITHDRAWN

Land Contamination January 2004 - WITHDRAWN