

Appendix 2: Schedule of Proposed Changes

LBH Reference No.:	Proposed Change	Relevant Page No. / Section / Para.
Chapters 1 and 2		
1.1 Text updating to reflect latest position	<p>Section revised to read:</p> <ul style="list-style-type: none"> • A considerable amount of work has been undertaken to ensure that the Core Strategy reflects local issues and is based on sound evidence. It has been developed through discussion with Hillingdon Partners to ensure a close fit with the Sustainable Community Strategy. This version of the Core Strategy has evolved following consultation on the following documents: • Issues and Options (Spring 2005): This document set out the key social, environmental and economic issues facing Hillingdon with a number of strategic alternatives. • Preferred Options (Autumn 2005): This built on the Issues and Options document and identified a preferred option. • Revised Preferred Options (Spring 2007): Refined the process further and identified a series of challenges for Hillingdon with alternative options. • A Vision for 2026: Local Development Framework Core Strategy Consultation Draft (June 2010): Sets out the revised seven point Vision for Hillingdon, based on discussions with its Local Strategic Partnership • <u>A Vision for 2026: Local Development Framework Core Strategy Pre-submission Consultation Draft (February 2011): representations were sought on the 'soundness' of the final publication version of the Plan.</u> <p>How to get involved – making representations</p> <ul style="list-style-type: none"> • You are invited to comment on this 'Pre-Submission Core Strategy' Development Plan Document, February 2011 (Regulation 27 stage) and its 'soundness' and the accompanying documents. The accompanying documents comprise: the Sustainability Appraisal, the Equalities Impact Assessment and a Statement of Consultation. The six week period for public consultation begins on 9 February 2011 and ends at 5pm on 25 March 2011. <p><u>Submission to the Secretary of State</u></p> <ul style="list-style-type: none"> • <u>Following public consultation on the Pre-submission Core Strategy in February/ March 2011, the Council have carefully considered all representations received and incorporated the changes within this final version known as the Submission Core Strategy. The Submission Core Strategy along with the accompanying submission documents have been submitted to the Secretary of State for an independent examination to test its soundness (or legal compliance with relevant government planning guidance and policies).</u> • The documents are available for inspection at the following addresses: 	Pages 6-8, paras. 1.6 – 1.13

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	<ul style="list-style-type: none"> • Council's Website: www.hillingdon.gov.uk under 'Have your say' • Limehouse Link http://hillingdon-consult.limehouse.co.uk • Planning Information Services: Civic Centre, High Street, Uxbridge, UB8 1UW (Mon, Tue, Wed and Fri 9.00am – 5.00pm, Thursday 9am-7.30pm). • Hayes One Stop Shop: 49-51 Station Road, Hayes UB3 4BE (Mon, Tue, Thur and Fri 8.30am-4.30pm, Wed 9.30am-4.30pm) • All Hillingdon Libraries: full details of library opening hours are available at: http://www.hillingdon.gov.uk/index.jsp?articleid=8911 <table border="1" data-bbox="427 667 1145 1384"> <tbody> <tr> <td>Uxbridge, High Street Uxbridge, UB8 1HD</td> <td>Northwood Hills, Potter Street, Northwood HA6 1QQ</td> </tr> <tr> <td>Botwell Green, East Avenue, Hayes UB3 2HW</td> <td>Oak Farm, Sutton Court Road, Hillingdon UB10 9PB</td> </tr> <tr> <td>Charville, Bury Avenue, Hayes UB4 8LF</td> <td>Ruislip (Manor Farm) - Bury Street, Ruislip HA4 7SU</td> </tr> <tr> <td>Eastcote, Field End Road, Eastcote HA5 1RL</td> <td>Ruislip Manor, Linden Ave, Ruislip Manor HA4 8TW</td> </tr> <tr> <td>Harefield, Park Lane, Harefield UB9 6BJ</td> <td>South Ruislip operating from Learning & Development Centre, Queen's Walk, HA4 0LR</td> </tr> <tr> <td>Harlington, Pinkwell Lane, Hayes UB3 1PB</td> <td>West Drayton, Station Road, West Drayton UB7 7JS</td> </tr> <tr> <td>Hayes End, Uxbridge Road, Hayes UB4 8JQ</td> <td>Yeading, Yeading Lane, Hayes UB4 0EW</td> </tr> <tr> <td>Ickenham, Long Lane, Ickenham UB10 8RE</td> <td>Yiewsley, High Street, Yiewsley UB7 7BE</td> </tr> <tr> <td>Northwood, Green Lane Northwood HA6 3AA</td> <td></td> </tr> </tbody> </table> <ul style="list-style-type: none"> • All comments must be made on a 'representations' form which is available from the venues mentioned above or can be requested by phoning 01895 250230 or e-mailing ldfconsultation@hillingdon.gov.uk or downloading from Limehouse Link: http://hillingdon-consult.limehouse.co.uk. Representation forms should be completed and can be sent: <ul style="list-style-type: none"> • By Email: ldfconsultation@hillingdon.gov.uk • Via the Limehouse Link: http://hillingdon-consult.limehouse.co.uk • By post: LDF Team, Planning, Environment and Community Services, London Borough of Hillingdon, Civic Centre, Uxbridge UB8 1UW • By fax: 01895 277042 marked for the attention of the LDF Team • Representations may be accompanied by a request to be notified at a specified address of any of the following: <ul style="list-style-type: none"> • that the Core Strategy has been submitted to the Secretary of State for independent examination 	Uxbridge, High Street Uxbridge, UB8 1HD	Northwood Hills, Potter Street, Northwood HA6 1QQ	Botwell Green, East Avenue, Hayes UB3 2HW	Oak Farm, Sutton Court Road, Hillingdon UB10 9PB	Charville, Bury Avenue, Hayes UB4 8LF	Ruislip (Manor Farm) - Bury Street, Ruislip HA4 7SU	Eastcote, Field End Road, Eastcote HA5 1RL	Ruislip Manor, Linden Ave, Ruislip Manor HA4 8TW	Harefield, Park Lane, Harefield UB9 6BJ	South Ruislip operating from Learning & Development Centre, Queen's Walk, HA4 0LR	Harlington, Pinkwell Lane, Hayes UB3 1PB	West Drayton, Station Road, West Drayton UB7 7JS	Hayes End, Uxbridge Road, Hayes UB4 8JQ	Yeading, Yeading Lane, Hayes UB4 0EW	Ickenham, Long Lane, Ickenham UB10 8RE	Yiewsley, High Street, Yiewsley UB7 7BE	Northwood, Green Lane Northwood HA6 3AA		
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	<p>under section 20 of the above Act,</p> <ul style="list-style-type: none"> • the publication of the recommendations of any person appointed to carry out an independent examination of the Core Strategy, and • the adoption of the Core Strategy. • All information will be available on request in Braille, large copy print, audio cassette or in a number of different languages other than English. Please note that copies of representations will be made available on request for inspection at the Council offices. They cannot therefore be treated as confidential. All responses must be received by 5pm on 25 March 2011. Comments received after the end of the consultation period do not have the right to be considered. <p>Next Steps</p> <ul style="list-style-type: none"> • Following the consultation period, the Council will carefully consider all representations received and where appropriate, seek to resolve objections. This document will then be and formally submitted to the Secretary of State, with a statement of all representations submitted during the consultation process and how this influenced the policies and provisions of the document. • All representations received to the submission version will be considered at an Examination to be conducted by an independent Planning Inspector. <u>The Core Strategy will be subject to an Examination in Public conducted by an Independent Planning Inspector.</u> He / she will test the 'soundness' of the plan. The Inspector's report will be binding on the Council. The Core Strategy is scheduled for adoption in December 2011 <u>expected to be adopted during 2012.</u> 	
Chapter 3		
3.1 Heathrow Airport Ltd. (203)	Each year Heathrow accommodates 480,000 flights and approximately 67m passengers. By 2015 passenger numbers at Heathrow Airport are predicted to rise to 80 <u>75-77</u> mppa; this is under current operating conditions. Although this may have the potential to create more jobs it will also bring added pressures to the road network and public transport capacity which will need to be recognised and addressed.	Page 12, Hillingdon's Key Facts, Economy
3.2 Text updating	London Borough of Hillingdon Housing Market Assessment, Draft, September 2009 <u>2011, Fordham Research</u>	Page 12, Footnote 5
3.3 Hillingdon Primary Care Trust (72)	Hillingdon Primary Care Trust owns and manages 25 <u>20</u> health centres, clinics and administrative buildings and manages 51 GP practices.	Page 14, Hillingdon's Key Facts, Community Facilities
3.4 Heathrow Airport Ltd. (204)	The borough is home to Heathrow Airport, a key gateway for the UK, <u>the UK's only hub airport</u> and one of the busiest airports in the world. Heathrow Airport is also the second busiest public transport interchange in the UK, with rail, bus and coach links around the country.	Page 15, Hillingdon's Key Facts, Community Facilities
3.5 Lichfield Planning on behalf of British Airways (193) and	Further enhancements to the rail network are planned, including Crossrail (<u>under construction</u>) and Airtrack .	Page 15, Hillingdon's Key Facts, Transport

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Text update		
3.6 Mayor of London (464)	London Plan requirement to accommodate a proportion of 9-11,000 <u>12,000 new jobs and 9,000 new homes</u> in the Heathrow Opportunity Area.	Page 16, Table 3.1, Economy
3.7 Text updating to reflect latest position	The Coalition Government intends to begin <u>carried out</u> an extensive public consultation on HS2 early in 2011.	Page 20, para. 3.9
3.8 Update to reflect recent discussions with TfL	<p>Insert new para after 3.9:</p> <p><u>Central Line</u></p> <p><u>3.10 Hillingdon Council has an aspiration for securing an extension of the Central Line to Uxbridge by means of a spur in the area to the west of Ruislip Gardens, with the route to West Ruislip also being retained. The extension to Uxbridge would support growth in the Uxbridge area, which is needed to maintain its Metropolitan town centre status to enable it to compete with its neighbours. By supporting growth, it would also contribute towards the Mayor's aspirations for growth in outer London boroughs as set out in the London Plan. The Central Line service would also reduce congestion on the roads and this would enable buses to run faster. The Council supports the view of Transport for London (as set out in a report in February 2009), that there may be a good business case for the Central Line extension to Uxbridge.</u></p>	Page 20, new para. after 3.9
3.9 Mayor of London (466)	<p>Insert two new paragraphs at end of Section 3:</p> <p><u>Crossrail</u></p> <p><u>3.11 Crossrail is a major infrastructure project that will provide a direct rail 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. Work on the project began in 2008 and the main civil engineering construction works are expected to be completed by 2017, with services commencing in 2018. There will be a new station at Heathrow and two existing stations will be upgraded as part of the Crossrail works (Hayes and West Drayton) and it is expected that these works will be undertaken during the period 2015/2016. The Council supports the principle of Crossrail and recognises the associated regeneration benefits for Hillingdon.</u></p> <p><u>3.12 Following public consultation and an Examination in Public in December 2009, alterations to the London Plan were approved in April 2010. Policies 3C.12A, 6A.4 and 6A.5 of the London Plan, together with Supplementary Planning Guidance issued in July 2010, set out how the Mayor will seek to provide funding for Crossrail through the use of planning obligations. The Mayor is also considering introducing a Community Infrastructure Levy (CIL) to raise £300 million towards the cost of the project.</u></p>	Pages 20-21, New paragraphs 3.11 and 3.12
Chapter 4		
4.1 British Waterways (26)	Hillingdon is taking full advantage of its distinctive strengths with regard to its places, communities and heritage: The special character of the borough's natural and	Page 23, The Vision for Hillingdon 2026 first

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	built assets have been protected and enhanced, fewer heritage assets and wildlife habitats are at risk, there are more locally-distinct buildings, and new higher standards of development, integrating renewable energy technology. More residents are accessing the borough's <u>waterways and</u> quality public open spaces, particularly in Harefield and south of the A40.	bullet point
4.2 Text correction	SO1: Conserve and enhance the Borough's heritage and their <u>its</u> settings by ensuring new development, including changes to the public realm, are of high quality design, appropriate to the significance of the heritage asset, and sensitive to the wider environment.	Page 24, SO1
4.3 Internal change to reflect new evidence base and Nathaniel Lichfield & Partners on behalf of Cathedral Group (267)	SO7: Address Hillingdon's housing needs in Hillingdon <u>using appropriate planning measures</u> . by providing affordable housing as identified in Hillingdon's Housing Needs Study (2005).	Page 25, SO7; Page 61 SO7
4.4 Replacement London Plan Panel Report	SO19: Meet the current <u>proposed Replacement</u> London Plan target to provide 365 <u>425</u> new homes per annum. and consider the revised targets in the Replacement London Plan (2009).	Page 26, SO19
4.5 LB Hillingdon Labour Group (518)	SO23: Develop and implement a strategy for the Heathrow Opportunity Area, in order to ensure that local people benefit from economic and employment growth and social and environmental improvements including reductions in noise and <u>poor</u> air quality.	Page 26, SO23
4.6 Sustainability Appraisal recommendation	SO25: Maintain support for operational uses within the existing airport boundary and seek to minimise the <u>that do not increase</u> environmental impacts from the airport wherever possible <u>and continue to reduce existing impacts.</u>	Page 26, SO25
4.7 Update to reflect recent discussions with TfL	Transportation improvements are key to ensuring the future success of Uxbridge as a Metropolitan Centre. An enhanced transport interchange is proposed, including improved underground links to the capital. The exact nature and scale of transportation improvements required to support growth in Uxbridge will be defined through detailed assessment of proposals as they come forward, <u>however long term improvements to the Central and Metropolitan Lines have been discussed with TfL and are supported by the Council.</u>	Page 27, para. 4.8
4.8 Lichfield Planning on behalf of British Airways (193)	Heathrow Airport is not yet at its recognised capacity for a five Terminal airport. The 'Adding Capacity at Heathrow Airport' states that the airport receives 63 <u>67</u> million passengers per annum (mppa).	Page 28, para. 4.14
4.9 Heathrow Airport Ltd. (203 and 207)	This is predicted to rise to 80 <u>75-77</u> mppa by 2015 with the inclusion of a fully operational Terminal 5. The Government has ruled out the development of a third runway, but has committed to looking at a 'better not bigger' approach to the Airport. In 2012, the Airport is likely to see a rise in the number of larger aircraft helping to increase the passenger numbers per year. The continued growth of the airport will be within the existing permissions but it will have an impact on the amount of vehicles on the road, and the supporting infrastructure. More hotels, office space, industrial and commercial uses will all be attracted to the Heathrow Opportunity area. This growth needs to be managed carefully to ensure there are no further adverse impacts on local air quality, and that greenhouse gasses can be minimised to	Page 28, para. 4.14

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	reduce impacts on climate change.	
Chapter 5		
5.1 Sustainability Appraisal Update Feb 2011 recommendation (pg 28)	The Council will manage the release of 17.58ha of surplus industrial land for other uses over the plan period subject to other policies in this Plan (see Map 5.1).	Page 37, Policy E1
5.2 Maddox and Associates on behalf of PRUPIM (419)	Accommodating hotel growth must not be at the expense of employment land around Heathrow Airport, and Policy E1 safeguards Locally Significant Industrial Sites on the Heathrow perimeter. Three key locations for hotel growth are identified by Hillingdon's Tourism Study: Heathrow Bath Road area , Hayes and Uxbridge.	Page 41, para. 5.20
5.3 Sustainability Appraisal Update Feb 2011 recommendation (pgs 29-30)	The Council will accommodate 9,000 new jobs during the plan period. Most of this employment growth will be directed towards suitable sites in the Heathrow Opportunity Area, Strategic Industrial Locations, Locally Significant Employment Locations (LSEL), Locally Significant Industrial Sites (LSIS), Uxbridge town centre and Hayes Town Centre with a particular focus around transport nodes. The Council will promote development in highly accessible locations that supports delivers sustainable travel behaviour patterns and contributes to the improvement of existing networks to reduce s emissions and impacts on climate change air quality . 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 and in other sustainable locations.	Pages 41-42, Policy E2
5.4 Hayes Town Partnership (363)	Three Crossrail stations are proposed at Heathrow, West Drayton and Hayes and these will help establish the Corridor as a key transportation node in West London. The enhanced stations will act as a driver for market-led investment in Hayes, maximise regeneration and growth opportunities, create new jobs, and generate increased footfall within the town centres which will support their retail and leisure functions and development of a night time economy . Market-led investment will be managed so as not to increase local air pollution for residents.	Page 45, Table 5.3, Hayes West Drayton Corridor, Future Growth
5.5 Sustainability Appraisal Update Feb 2011 recommendation (pgs. 33-34)	Local parades will be protected, enhanced and managed to ensure they meet the needs of the local community and enhance the quality of life for local residents, particularly those without access to a car.	Page 56, Policy E5
5.6 Sustainability Appraisal Update Feb 2011 recommendation (pgs. 34-35)	Hillingdon will encourage the development of affordable accommodation for small and medium-sized businesses in appropriate sustainable locations throughout the borough.	Page 57, Policy E6
5.7 Sustainability Appraisal Update Feb 2011 recommendation (pgs. 36-37)	The Council will ensure training opportunities are linked with the development of major sites for both construction phases and end use occupiers, and through liaising with local colleges and businesses to ensure workforce development initiatives and training programmes reflect skill requirements in the workplace. The Council will engage with local businesses and universities to link high end jobs and green jobs in the borough with higher education courses. The Council will promote Hillingdon as a destination for visitors and tourists and ensure that local residents have access to jobs within related industries.	Page 59, Policy E7
Chapter 6		

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6.1 Internal change to reflect new evidence base	See 4.3 above	Page 61, SO7
6.2 Replacement London Plan Panel Report	See 4.4 above	Page 61, SO19
6.3 Evidence Base update	Source: A) London Borough of Hillingdon Draft Housing Market Assessment (HMA) 2009 2011 , Fordham Research. B and C) The Council's 2007/2008 Housing Strategy Statistical Appendix (HSSA)	Page 61, Table 6.1
6.4 Evidence base update	(Footnote amended) 36 London Borough of Hillingdon Housing Market Assessment, Draft, September 2009 2011	Page 62, footnote 36
6.5 Text updating	Tenure: Hillingdon's draft HMA ⁽³⁶⁾ is considered to be the primary source of evidence for a detailed breakdown of housing needs and indicates that at 72%, levels of owner occupation in the borough are higher than the national and regional (London) average.	Page 62, para. 6.4, Tenure
6.6 Replacement London Plan EIP Panel Report	<p>6.7 The London Plan (2008) set s a target for Hillingdon to provide 365 new dwellings per annum. Following the completion of the Replacement London Plan EIP, the subsequent Panel Report recommends a revised annual monitoring target of 425 units. In accordance with Government guidance, this target has been rolled forward to cover the Core Strategy period up to 2026. At the time of its publication in October 2009 the Replacement London Plan (2009) contained a revised target for Hillingdon to provide 6,200 dwellings up to 2021, based on the GLA's Strategic Housing Land Availability Assessment (SHLAA).</p> <p>6.8 In August 2010, the Mayor published a Housing Technical Note (37) to assist participants at the Replacement London Plan EIP sessions. This resulted in a proposed reduction in the pan-London target and a proposed reduction in Hillingdon's annual monitoring target from 620 to 470 dwellings per annum. Following representations prepared by the Council as part of the EIP process, a further amendment has been made to Hillingdon's annual monitoring target and the figure now stands at 425 units.</p> <p>6.9 Notwithstanding recent changes to PPS3 the Mayor proposes to retain borough wide housing targets in the London Plan. The Technical Paper states that the current methodology is not considered to be the most effective way forward and a review of housing targets will be brought forward as an early alteration to the the London Plan.</p> <p>(Footnote 37 deleted) 37 Draft Replacement London Plan Examination in Public Housing Technical Note, August 2010</p>	Page 62-63, paras. 6.7, 6.8 and 6.9
6.7 Change to reflect updated evidence base	For the purposes of the Core Strategy, housing need is defined as <i>'the number of households who lack their own housing, or who live in unsuitable housing and who cannot afford to meet their housing needs in the market.'</i> The following documents are relevant in the assessment of	Page 63, paras. 6.11 and 6.12

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	<p>housing need:</p> <p>In addition to the borough wide and sub regional HMAs the following documents are also relevant:</p> <ul style="list-style-type: none"> • <u>London Borough of Hillingdon Housing Market Assessment:</u> This examines the local housing market and estimates the need for affordable housing in the borough. The results of the HMA will be used to underpin both planning and housing policy. • London Borough of Hillingdon Housing Needs Survey Update (2005): This document is the current assessment of housing needs in the borough. The Council is currently in the process of publishing its updated Housing Market Assessment (HMA) • <u>West London Sub Regional Housing Market Assessment:</u> This study is also in production and will provide a broader picture of housing needs for the seven boroughs in the West London Sub-Region. 	
6.8 Mayor of London (469)	<p>New bullet point:</p> <ul style="list-style-type: none"> • <u>2008 London Strategic Housing Market Assessment:</u> This study provided an assessment of housing needs across London 	Page 63, para. 6.12
6.9 Change to reflect updated evidence base	<p>The draft Hillingdon's HMA indicates an annual requirement to provide 2,623 affordable dwellings, based on the definition of affordable housing contained in Planning Policy Statement 3 (PPS 3). The Sub Regional study <u>used the same methodology as the London-wide HMA and</u> calculates a total housing need (market and affordable properties) for the seven boroughs in the West London Region of 35,924 units. Hillingdon's calculated total annual need of 415 units forms part of this figure.</p> <p>Overall, the draft borough wide Hillingdon's HMA concludes that 50% of all new housing should be affordable and 50% should be provided as market accommodation.</p>	Page 63-64, para. 6.13
6.10 Legal and General Property Partners (Life Fund) Ltd (276); Drivers Jonas Deloitte (326)	<p>Policy H1: Housing Growth</p> <p>The Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Development Framework policies.</p> <p>The borough's current target is to provide an additional 3,650 <u>4,250</u> dwellings, annualised as 365 <u>425</u> dwellings per year, for the ten year period between 1 April 2007 <u>2011</u> and 31 March 2017 <u>2021</u>.</p> <p>Rolled forward to 2026, this target equates to a minimum provision of 5,475 <u>6,375</u> dwellings over the period of the Core Strategy. Sites that will contribute to the achievement of this target will be identified in the Site Allocations DPD.</p>	Page 65, Policy H1
6.11 Replacement London Plan EIP	The following documents are relevant to housing growth in	Page 65, paras. 6.17 and 6.18

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Panel Report.	<p>Hillingdon and are examined in this chapter:</p> <ul style="list-style-type: none"> • The London Plan (2008) which sets Hillingdon's current annual monitoring target; • The Housing Trajectory and 5 year land supply; and • The Replacement London Plan EIP Panel Report (May 2011) • The Replacement London Plan (2009), which sets a proposed revised annual monitoring target based on the GLA's Strategic Housing Land Availability Assessment (SHLAA). <p>6.18 The London Plan (2008) sets set an annual monitoring target for Hillingdon to provide 365 new homes per annum. The subsequent Replacement London Plan EIP Panel Report has recommended a revised annual monitoring target for Hillingdon of 425 units. This target has been tested through the EIP process and will be carried forward in to the Core Strategy. In accordance with government advice and until the adoption of the Replacement London Plan (2009), this target has been rolled forward over the period of the Core Strategy. Hillingdon's annual monitoring target will be met through the identification of sustainable sites for new housing development in the Site Allocations DPD.</p>	
6.12 Replacement London Plan EIP Panel Report	<p>In addition to meeting its annual monitoring target of 365 units in the London Plan (2008), the revised target of 425 units is split as follows: consideration will be given to emerging targets in the Replacement London Plan (2009) and housing needs in the borough. The Replacement London Plan (2009) target is split as follows:</p>	Page 66, para. 6.20
6.13 Internal change to reflect new evidence base	<p>The Council's Housing Trajectory shows that up to 2014/2015, current and emerging GLA targets will be exceeded. Beyond this period the delivery of new homes is less certain, however the trajectory shows that up to 2021 the target for conventional housing and Hillingdon's annual housing need as defined in the Sub-Regional HMA will generally be met.</p>	Page 66, para. 6.21
6.14 Minor change to reflect new evidence base	<p>Tables 6.4, 6.5 and Map 6.1 use the SHLAA data for large (>0.25 ha) and small (<0.25 ha) sites to provide an indication of when and where new homes could come forward in the borough. The figures in the table should be used with care and it is important to note that:</p> <ul style="list-style-type: none"> • The distribution of dwellings shown in Table 6.3 and Map 6.1 only reflect units identified for delivery from large sites (over 0.25 hectares). • Figures for small sites are based on trend data and cannot be mapped in Map 6.1. • Tables 6.4 and 6.5 exclude predicted completions for non self-contained units (207 47 units per annum) 	Page 66, para. 6.22
6.15 Minor change to reflect new evidence base	<p>Map 6.1 overleaf illustrates the indicative distribution of dwellings across the borough.</p>	Page 67, after Table 6.5
6.16 Hillingdon Inter-faith Network (140)	<p>New fourth bullet point:</p> <ul style="list-style-type: none"> • Ensuring that sufficient community infrastructure is provided to support new housing development in 	Page 69, Implementation of Policy H1

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	<u>accordance with policy CI 1</u>	
6.17 Replacement London Plan EIP Panel Report	<p>Flexibility Figures for housing growth in Hillingdon take account of the London Plan (2008). Proposed growth figures in the Replacement London Plan (2009) may change as a result of the London Plan EIP. <u>The proposed annual monitoring target is a minimum figure set by the Mayor and the Council is free to exceed this. A revised annual monitoring target may be set through the production of a revised SHLAA and an early alteration to the Replacement London Plan.</u></p>	Page 69, Flexibility
6.18 Replacement London Plan EIP Panel Report	<ul style="list-style-type: none"> • H2: (Core) Indicator Housing Trajectory: Plan period and housing targets: 440 units per annum from 1997 to 31st March 2007 and 365 units per annum from 1st April 2007 to the end of the plan period as set out in the London Plan. <u>2011</u> • H2: (Core) Indicator: Housing trajectory: 3,650 new net residential units for the period 2007-2016 (365 units per annum as an annual monitoring target) – London Plan Target. <u>425</u> 	Page 70, Monitoring of Policy H1
6.19 Replacement London Plan EIP Panel Report	<p>Increasing the supply of affordable housing is a key priority for this Core Strategy and the Council as a whole. Subject to other planning considerations, measures that increase the supply of affordable housing will be supported. The Council's policy on affordable housing is guided by evidence of housing needs in the borough and the provisions of the current (2008) and Replacement London Plan (2009). The Council's draft HMA recommends that 50% of net new housing provision (supply from all sources) should be affordable housing and that 22% of the total net requirement is for intermediate housing.</p> <p>The London Plan (2008) set a target to provide 50% of all new housing provision as affordable housing and indicates a tenure split of 70% social rented, 30% intermediate tenure. The Replacement London Plan (2009) proposes to remove initially proposed the removal of the 50% affordable target, and states stating that boroughs should agree their affordable housing targets with the GLA. <u>However, the subsequent EIP Panel Report recommends that the boroughs should aspire towards achieving 50% of all new housing as affordable housing across London as a whole.</u></p>	Page 70, paras. 6.25-6.26
6.20 Replacement London Plan EIP Panel Report	<p>New paragraph after 6.26:</p> <p><u>The position regarding the proposed tenure split in the current (2008) and Replacement London Plan (2009) is as follows: was also discussed at the recent Replacement London Plan EIP. The Panel Report continues to seek 60% of affordable housing provision for social rent and 40% for intermediate tenure for sale or rent.</u></p>	Page 70, new para. after 6.26
6.21 Replacement London Plan EIP Panel Report	(Table 6.6 deleted)	Page 70, Table 6.6

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	<p>Table 6.6 London Plan Tenure Split</p> <table border="1" data-bbox="424 327 1137 521"> <thead> <tr> <th data-bbox="424 327 587 398"></th> <th colspan="2" data-bbox="595 327 751 398">The London Plan (2008)</th> <th colspan="2" data-bbox="759 327 1137 398">Replacement London Plan (2009)</th> </tr> <tr> <th data-bbox="424 409 587 472">Tenure Type</th> <th data-bbox="595 409 751 472">Intermediate</th> <th data-bbox="759 409 858 472">Social Rented</th> <th data-bbox="866 409 1023 472">Intermediate</th> <th data-bbox="1031 409 1137 472">Social Rented</th> </tr> <tr> <th data-bbox="424 483 587 521">Percentage</th> <td data-bbox="595 483 751 521">30</td> <td data-bbox="759 483 858 521">70</td> <td data-bbox="866 483 1023 521">40</td> <td data-bbox="1031 483 1137 521">60</td> </tr> </thead> </table>		The London Plan (2008)		Replacement London Plan (2009)		Tenure Type	Intermediate	Social Rented	Intermediate	Social Rented	Percentage	30	70	40	60	
	The London Plan (2008)		Replacement London Plan (2009)														
Tenure Type	Intermediate	Social Rented	Intermediate	Social Rented													
Percentage	30	70	40	60													
6.22 Replacement London Plan EIP Panel Report	<p>The Council is currently preparing has prepared an Economic Viability Assessment (EVA) to inform borough-wide affordable housing targets. The study has tested the deliverability of affordable housing against a range of variables, including the availability of affordable housing grant, density mix and tenure split. Early results of this The study shows that in the current economic circumstances and regardless of needs identified in the draft HMA, a target to provide 50% of all new housing as 'affordable' could not be supported on economic viability grounds. Based on the evidence contained in the EVA and draft HMA the Council will seek to achieve a borough wide affordable housing target of 35%, on the understanding that this may be subject to site specific viability considerations. In addition, the Council is minded to continue to support targets related to tenure split in the London Plan 2008. Proposed targets in policy H2 will be discussed and agreed with the GLA.</p>	Page 71, para. 6.27															
6.23 Boyer Planning for Thorney Farm Development (149), Hayes and Harlington Community Development Forum (439), Mayor of London (467), Royal Brompton and Harefield NHS Trust (439)	<p>Housing provision is expected to include a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Core Strategy. For sites with a capacity of 10 or more units the Council will seek to ensure that : <u>the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.</u></p> <p>i) subject to viability and if appropriate in all the circumstances, 35% of all new units are delivered as affordable housing, with a tenure mix of 70% housing for social rent and 30% intermediate housing; and</p> <p>ii) The affordable housing mix reflects housing needs in the borough, particularly the need for larger social rented family units.</p>	Page 71, Policy H2															
6.24 Boyer Planning for Thorney Farm Developments (149) 6.25 Workspace Group (167); Changes to reflect updated evidence base	<p><u>Subject to viability and if appropriate in all the circumstances, the EVA indicates that 35% of all new units in the borough should be delivered as affordable housing, with an indicative tenure mix of 70% housing for social rent and 30% intermediate housing.(6.24) Housing market conditions in Hillingdon are complex and a one size fits all approach to tenure provision will not be suitable for all areas in the borough. Subject to the provision of robust evidence, the Council will adopt a degree of flexibility in its application of policy H2 to take account of tenure needs in different parts of the borough.(6.25) In accordance with the Replacement London Plan proposed targets in policy H2 will be discussed and agreed with the Mayor.</u></p>	Page 71, new para. after Policy H2															
6.26 Warren Park Residents Association (256)	<p>The Council notes that in setting the proposed tenure split in the Replacement London Plan (2009), the GLA has considered factors other than the needs identified in the</p>	Page 71, para. 6.28															

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	London-wide Strategic Housing Market Assessment. These include an acknowledgement of the role that intermediate housing can play in helping to get Londoners on the first step of the housing ladder and reducing the call on the social rented sector, creating mixed and balanced communities in accordance with the Replacement London Plan.	
6.27 Hayes Town Partnership (357)	The type and size of dwellings that are delivered will be as important as the overall number of units. The HMA indicates that 70% of net need for affordable housing is for two and three bed accommodation, more than a fifth is for four bed accommodation and almost 7% is for one bedroom accommodation. The need relative to supply is greatest for larger family accommodation. Current estimates indicate that less than 10% of the need for four bedroom accommodation is expected to be met compared with almost three quarters of the need for one bedroom accommodation.	Page 72, para. 6.30
6.28 Changes to reflect updated evidence base	<p>Hillingdon's affordable housing targets will evolve as the following evidence base documents emerge and will be subject to conclusions and policies within: have been developed from the following evidence base documents:</p> <ul style="list-style-type: none"> • The Replacement London Plan (2009); • The borough-wide draft Housing Market Assessment; • The emerging West London Sub-regional Housing Market Assessment; and • Hillingdon's emerging Affordable Housing Economic Viability Assessment. <p>When applying policy H2 the Council will be flexible in addressing different housing needs across the borough, particularly in relation to affordable housing type and tenure split.</p>	Page 72, Flexibility
6.29 Changes to reflect the Replacement London Plan EIP Panel Report	<p>Policy 3.8 of the Replacement London Plan (2009) contains borough specific gypsy and traveller pitch provision targets, to be met over the period 2007-2017. The proposed minor alteration to policy 3.8 is currently open for public comment and proposes to remove these targets from the Plan. Under the provisions of the proposed policy, boroughs would be required to work with the Mayor to ensure that needs are identified and the accommodation requirements of these groups are addressed locally and in line with national policy.</p> <p>The issue of gypsy and traveller pitch provision has been subject to a number of rounds of consultation since the production of the Replacement London Plan Consultation Draft in October 2009. In September 2010 the Mayor consulted on a Minor Alteration to policy 3.8, which proposed the removal of borough specific pitch provision targets. These proposals were considered by the Inspector at the Replacement London Plan EIP and rejected in the subsequent Panel Report. Instead, the Inspector proposed that the Replacement London Plan should contain sub regional pitch provision targets. Hillingdon is located in the North West London sub-region and would be required to accommodate a share of between 40-43 additional pitches over the period 2007 through 2017.</p>	Page 73, para. 6.32
6.30 Changes to	In formulating its policy on this issue, consideration will be	Pages 73-74, para.

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reflect the Replacement London Plan EIP Panel Report	<p>given to policies in the emerging Replacement London Plan and the Government's consultation paper, Planning for Traveller Sites. the The Council will balance the need for additional pitch provision with the availability of suitable sites. The identification of suitable sites may require the preparation of additional evidence base as part of the production of the subsequent Site Allocations DPD.</p>	6.33
6.31 Changes to reflect the Replacement London Plan EIP Panel Report	<p>Flexibility</p> <p>Figures for gypsy and traveller pitch provision are likely to be refined through the progression of the following the finalisation of the Replacement London Plan (2009).</p> <p>Monitoring of policy H3: how we will measure success</p> <ul style="list-style-type: none"> • H4 (Core) Indicator: Net additional pitches (Gypsy and Traveller). Target to be set by the London Plan • Meeting the needs of the existing travelling community in the borough by protecting and maintaining the site at Colne Park; and • The delivery of pitches in accordance with the outcome of the Replacement London Plan (2009) EIP. Changes to reflect the Replacement London Plan EIP Panel Report. 	Page 74, Flexibility and Monitoring of Policy H3 boxes after para. 6.33
Chapter 7		
7.1 English Heritage (548)	<p>New paragraph added after 7.3:</p> <p>There is evidence to confirm that parts of the borough, such as Harmondsworth and Harefield were occupied in prehistoric times. Up until the 20th century, the borough was mainly rural in character; today it is predominantly suburban, with its main urban centre at Uxbridge. This was an important market town that took advantage of the stage coach route between Oxford and London in the 18th century and developed further with the building of the Grand Junction Canal, the Great Western Railway and more recently the Metropolitan and Piccadilly Lines. There are also a number of smaller town centres across the borough, such as Northwood, Ruislip, Eastcote, Hayes, Yiewsley and West Drayton. Most of these were originally villages, some dating back to medieval times, which grew as local transport links developed.</p>	Page 76, new para. after 7.3
7.2 English Heritage (548)	<p>The Council has a rolling programme of heritage asset designation. At present the Borough contains:</p> <ul style="list-style-type: none"> • 30 Conservation Areas (with Appraisals for Longford Village, Harmondsworth Village, Ruislip Village, The Glen and Eastcote Park Estate and Management Plans for The Glen and Eastcote Park Estate) 	Page 76, para. 7.4 first bullet point
7.3 Public consultation	<p>Map 7.1 on Hillingdon's Heritage updated to reflect results of public consultation which revealed limited support for the proposed upgrading of Gatehill Farm Area of Special Local Character (ASLC) to a Conservation Area. Notation '1' deleted from the 'Key' and area shown to remain as ASLC.</p>	Pages 77-78, Map 7.1

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7.4 Text update	SO1: Conserve and enhance the Borough's heritage and their <u>its</u> setting s by ensuring new development, including changes to the public realm, are of high quality design, appropriate to the significance of the heritage asset, and sensitive to the wider historic environment.	Pages 79 and 83, SO1
7.5 Mayor of London (474)	The Council will: 1. Conserve and enhance Hillingdon's unique historic environment, including its heritage assets such as statutorily Listed Buildings, Conservation Areas, Scheduled Ancient Monuments, Registered Parks and Gardens, Locally Listed Buildings, Areas of Special Local Character, and Archaeological Priority Zones and Areas, their settings and their <u>the</u> wider historic environment.	Page 79, Policy HE1, criteria 1
7.6 DP9 on behalf of CES Properties (Ickenham) Ltd (407)	2. Actively encourage the regeneration of heritage assets, particularly those which have been included in English Heritage's 'Heritage at Risk' register <u>or are currently vacant</u> .	Page 79, Policy HE1, criteria 2
7.7 Sustainability Appraisal Update Feb 2011 recommendation (pgs 41-42)	4. Address the need to conserve the historic environment when implementing climate change mitigation and adaption measures <u>Encourage the reuse and modification of heritage assets, where appropriate, when considering proposals to mitigate or adapt to the effects of climate change. Where negative impact on a heritage asset is identified, seek alternative approaches to achieve similar climate change mitigation outcomes without damage to the asset.</u>	Page 79, Policy HE1, criteria 3
7.8 English Heritage (555)	6. Where the loss of a heritage asset is justified, ensure that there will be a commitment to making a record to advance <u>recording the structure and to disseminating this information to enable increased</u> understanding of the heritage asset and copies . <u>Copies of these documents</u> will <u>where appropriate</u> need to be deposited with <u>local libraries and</u> the Greater London Historic Environment Record (HER).	Page 80, Implementation of Policy HE1, criteria 6
7.9 Individual (564)	4. In the case of 10 dwellings or over, achieve a Building for Life assessment rating of 'silver' as a minimum <u>(this includes 'good and 'very good' scorings)</u> ;	Page 84, Policy BE1, criteria 4
7.10 Sustainability Appraisal Update Feb 2011 recommendation (pg 42-44)	7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity <u>through the inclusion of living walls, roofs and areas for wildlife</u> , encourage physical activity and where appropriate introduce public art;	Page 85, Policy BE1, criteria 7
7.11 Sustainability Appraisal Update Feb 2011 recommendation (pgs 42-44)	9. Not result in the inappropriate development of gardens <u>and green spaces</u> that erode the character and biodiversity of suburban areas <u>and increase the risk of flooding through the loss of permeable areas</u> ;	Page 85, Policy BE1, criteria 9
7.12 Ransome and Company Ltd on behalf of Workspace Group (169); Heathrow Airport Ltd(218); The Planning Bureau on behalf of McCarthy and Stone Retirement Lifestyle Ltd(230)	10. Maximise the opportunities for all new homes to contribute to tackling <u>and adapting to</u> climate change and reducing emissions of local air quality pollutants. All new residential development should achieve at least Code for Sustainable Homes level 4. All new non residential development should achieve BREEAM Very Good standard. In addition, all new development should be able to demonstrate compliance with the prevailing energy reduction requirements set out in the London Plan. All refurbishment	Page 85, Policy BE1, criteria 10

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<p>7.13 Surrey County Council (321)</p> <p>7.14 Surrey County Council (318)</p>	<p>development should aim to achieve the highest levels of new quality designs appropriate to the work being carried out. <u>The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable Homes and BREEAM. These will be set out within the Development Management DPD. (7.12). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity (7.13) and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill. (7.14)</u></p>	
<p>7.15 Mayor of London (475), English Heritage(549)</p>	<ul style="list-style-type: none"> Consider the production of Produce a borough-wide Character Study to inform the parameters for appropriate residential and non-residential densities including defining inappropriate locations for tall buildings. 	<p>Page 86, Implementation of Policy BE1, 3rd bullet point</p>
Chapter 8		
<p>8.1 English Heritage (555)</p>	<p>Energy prices in the UK are forecasted to continue to rise making newer more energy efficient buildings more appealing. However, this will result in a gulf in building quality from modern build to those still in use from the past century. The Council will need to work with developers to identify opportunities to help upgrade the existing building stock. In some instances, it might be more appropriate to relax standards to the minimum required for building regulations for new development in order for developers to contribute to upgrading the existing stock. This could help reduce the energy consumption for whole communities whilst still realising a good quality of new development. <u>There will also be a requirement to address the need to conserve the historic environment when implementing climate change mitigation and adaptation measures taking a balanced approach between the extent of the mitigation of climate change involved against the potential harm to the heritage asset or its setting.</u></p>	<p>Page 90, para. 8.9</p>
<p>8.2 Heathrow Airport Limited (224)</p>	<ul style="list-style-type: none"> In addition to the above, there will be a requirement to include the criteria in the development of the <u>Heathrow Area Development Plan Document</u>. Heathrow Opportunity Area Development Management Document. This will ensure that this highly important growth area is fully considerate of the environmental challenges alongside the social and economic matters. 	<p>Page 92, Implementation 3rd bullet point</p>
<p>8.3 Text update</p>	<p>Flexibility</p> <p>Figures for reducing CO2 emissions in Hillingdon take account of national targets and regional targets in the</p>	<p>Page 92, Flexibility box</p>

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	London Plan (2008) (2009). Proposed figures in the Replacement London Plan (2009) have not been agreed and may change as a result of the London Plan EIP.	
8.4 British Waterways (41)	The river and canal corridors and associated hinterlands (also known as the Blue Ribbon Network) link across borough boundaries and also have a strategic function in west London. The Grand Union Canal originated as an arterial freight route that carried materials between sites from London and links all the way to Birmingham. It is therefore a very important link between boroughs <u>and provides much wider opportunities for walking, angling and cycling.</u>	Page 94, para. 8.15
8.5 London Green Belt Council (5)	The main challenge is to protect the borough's Green Belt, Metropolitan Open Land and Green Chains, whilst supporting the balance of continued growth without spreading into these open areas, keeping land permanently open and free from development. In very <u>special</u> exceptional circumstances the Council will consider the release of greenfield sites for schools. The Replacement London Plan (2009) encourages farming and land based sectors in the green belt to allow enough land for food production. A policy on food production will be addressed in the Development Management DPD.	Page 97, para. 8.27
8.6 London Green Belt Council (5), Brunel University (401)	Any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the <u>very special</u> exceptional circumstances test.	Page 97, policy EM2 para. 4
8.7 Mayor of London (485)	The waterways of Hillingdon and the associated hinterlands form an important <u>green infrastructure</u> open space feature and flood mitigation zone within the borough. Hillingdon has seven rivers and about 20 kms of the Grand Union Canal including the Main Line, Paddington and Slough Arms. The main rivers, the Canals along with the tributaries and smaller streams all form the Blue Ribbon Network.	Page 98, para. 8.28
8.8 Mayor of London (485)	The aim of the Core Strategy is to promote the river and canal corridors as a key part of Hillingdon's strategic <u>green infrastructure</u> open space network. The network will link and connect smaller, more local open spaces with larger and more strategic ones, including the Colne Valley Regional Park and key nationally and locally important habitats	Page 98, para. 8.30
8.9 Sustainability Appraisal Update Feb 2011 recommendation (pgs 48-49)	The Council will <u>work with the Environment Agency and other interested bodies to</u> continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals.	Page 101, policy EM3 para. 2
8.10 Sustainability Appraisal Update Feb 2011 recommendation (pgs 49-51)	The Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities <u>that operate as carbon sinks and</u> that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough.	Page 106, policy EM4 para. 1
8.11 Sustainability Appraisal Update Feb 2011 recommendation (pgs 49-51)	The Council will require development proposals to address local deficiencies in quality, quantity and accessibility of open spaces. <u>The Council will identify new opportunities for open space through an open space study. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.</u>	Page 106, policy EM4 para. 2
8.12 Sustainability	<u>Identify new opportunities for sport and leisure and measures</u>	Page 110, policy

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Appraisal Update Feb 2011 recommendation (pgs 51-53)	<u>to deliver them. Major development may be required to make contributions in order to minimise the impacts and pressures on the existing resource.</u>	EM5 (new bullet point 8)
8.13 Sustainability Appraisal Update Feb 2011 recommendation (pgs 53-54)	The probability of flooding can be reduced through the management of land, river systems and flood defences, and the impact reduced through influencing the type of development in flood risk areas, flood warning and emergency responses. New development should be designed and located with flood risk in mind and more space provided for water through better management of land for water storage and flood protection. <u>The Council will oppose the increase in impermeable areas where these will have an impact on surface water run-off. The loss of urban greenspaces and gardens can contribute significantly to the reduction of attenuation areas which increases the risk of flooding. The Council will require developers to utilise permeable areas, either through natural filtration or through modern methods of pavement construction.</u>	Page 114, para. 8.86,
8.14 London Geodiversity Partnership (330), Residents (351), (572)	The Council will <u>require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods.</u> encourage the use of sustainable urban drainage systems (SUDS) across the borough in all developments. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.	Page 115, policy EM6 para. 3,
8.15 Natural England London Region (90)	<u>The use of sustainable drainage systems that promote ecological connectivity and natural habitats.</u>	Page 119, policy EM7 (new point 7)
8.16 Heathrow Airport Ltd (224)	The London Plan (2008) requires Hillingdon to work with key partners to prepare and implement a spatial planning framework for the Heathrow Opportunity Area. This will take the form of a Development Plan Document (DPD). This DPD will include a Low Emissions Strategy for the area to help tackle the current air quality problems. Specific policies to mitigate negative effects of airport operations such as air pollution has <u>have</u> been addressed in policy E3 and will be delivered through the Heathrow Opportunity Area DPD.	Page 122, para. 8.118
8.17 Heathrow Airport Ltd (224)	Air quality issues in the borough are clearly linked to transportation, including Heathrow Airport, so an integrated approach is proposed to mitigate these issues. Air quality issues caused by transportation are also dealt with in the Transport chapter through policy T3. The planning process presents an opportunity to reduce air quality impacts through section 106 agreements and/or Community Infrastructure Levy (CIL) funding. These opportunities will be specifically investigated within the Heathrow Opportunity Area DPD.	Page 127, para. 8.135
8.18 Mayor of London (471)	<u>Water Resources</u> <u>The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.</u>	Page 129, policy EM8 (new sub-heading)

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8.19 Mineral Products Association (6)	<p>Table 3.1 in Chapter 3 identifies one main challenge relating to minerals:</p> <ul style="list-style-type: none"> The need to meet the London Plan mineral apportionment figures <u>of 250 000 tonnes per annum up to 2031</u> 	Page 131, para 8.146
8.20 Mineral Products Association (13) and Lafarge Aggregates Ltd. (109)	<p>It is important that there is an adequate supply of raw materials to provide the infrastructure, buildings and goods that society, industry and the economy needs and, therefore, it is a key component in sustaining economic prosperity. Aggregates come from a variety of sources, including recycling of construction waste. However, an important source of supply will remain from mineral deposits. <u>Provision for the production and supply of recycled and secondary aggregates will be made through the Site Allocations DPD whereby permanent and long term temporary recycling facilities across the Borough which will make a significant contribution to the production of recycled and secondary aggregates will be identified. Railheads and ancillary facilities will be identified, encouraged and safeguarded to provide for the sustainable transport of minerals.</u></p>	Page 131, para. 8.148
8.21 Mineral Products Association (9) and SITA UK (353)	<p>The Council will safeguard mineral resources in Hillingdon from other forms of development that would prejudice future mineral extraction. The Council will define the 'Preferred Mineral Safeguarding Area' in the Site Allocations DPD to include land west of the present Harmondsworth Quarry, land north of the village of Harmondsworth, and land at Sipson Lane, east of the M4 spur. <u>'Mineral Safeguarding Area' in the Site Allocations DPD based on the geologically mapped sand and gravel resource that is considered to be of current and future economic importance. Major developments in the Area will only be permitted where it has been demonstrated that:</u></p> <ul style="list-style-type: none"> <u>a. the mineral concerned is no longer of any value or potential value, or</u> <u>b. the mineral can be extracted prior to the development taking place, or</u> <u>c. the development will not inhibit extraction if required in the future, or</u> <u>d. there is an overriding need for the development and prior extraction cannot be reasonably undertaken, or</u> <u>e. the development is allocated in a local development plan document, or</u> <u>f. the development is not incompatible.</u> 	Page 133, policy EM9 (para. 1)
8.22 Mineral Products Association (12) and	<p>Hillingdon is required to meet the Borough's apportionment figure 0.5 <u>0.25</u> million tonnes per year of sand and gravel</p>	Page 133, para. 8.155

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Surrey County Council (322)	extraction. To meet these requirements a comparative assessment of all potential sand and gravel-bearing sites in the Borough has been undertaken in order to identify those where mineral extraction is likely to have the least adverse impact.	
8.23 Mineral Products Association (10) and Surrey County Council (322)	<p>The Council will make an appropriate contribution towards the West London apportionment figure in the London Plan of 0.5 million tonnes per annum.</p> <p>The Council will seek to safeguard areas for mineral extraction outside of the Preferred Mineral Safeguarding Area where: <u>in the form of mineral working at the principal Broad Locations and will aim to maintain a minimum land bank equivalent to seven years production for the West London area at a rate of 0.25 million tonnes per annum. The principal Broad Locations for mineral development are land west of the present Harmondsworth Quarry, land north of the village of Harmondsworth, and land at Sipson Lane, east of the M4 spur. Outside the allocated areas identified in this Plan mineral extraction will not be permitted except where:</u></p>	Page 134, policy EM 10 (paras. 1 & 2)
8.24 Sustainability Appraisal Update Feb 2011 recommendation (pgs 60-61)	<p>the mineral workings can be restored to the highest standards using progressive restoration techniques, and secure a beneficial and acceptable after use in line with Green Belt objectives <u>Restoration and aftercare proposals will outweigh the negative impacts caused by extraction. The restoration proposals will result in an overall positive impact on the environment, considering the quality of soils, water, biodiversity and future land uses</u></p>	Page 134, policy EM 10 (point 3)
8.25 Mayor of London (465)	The Council will aim to reduce the amount of waste produced in the Borough and work in conjunction with its partners in West London, to identify and allocate suitable new sites for waste management facilities within the Joint West London Waste Plan to provide sufficient capacity to meet the apportionment requirements of the London Plan <u>which is 382 thousand tonnes per annum for Hillingdon by 2026.</u>	Page 136, policy EM11 (para. 1)
8.26 Mayor of London (465)	<u>The Council will follow the waste hierarchy by promoting the reduction of waste generation through measures such as bioremediation of soils and best practice in building construction.</u> The Council will promote <u>using</u> waste as a resource and encourage increased <u>encouraging the</u> re-use of materials and recycling <u>and. The Council will also support opportunities for energy recovery from waste and composting where appropriate. The Council will safeguard existing waste sites unless compensatory provision can be made.</u>	Page 136, policy EM11 (para. 3)
8.27 Sustainability Appraisal Update Feb 2011 recommendation (pgs. 61-64)	<u>The Council will</u> seek to maximise the use of existing waste management sites through intensification or co-location of facilities.	Page 136, Policy EM11 (para. 4)
Chapter 9		
9.1 Mayor of London (479)	Uxbridge is home to a regionally important Underground / bus interchange that cannot accommodate current <u>or</u> future demand without significant improvements.	Page 146, para. 9.19
9.2 Update to reflect recent discussions	<u>In addition to improvements to the Metropolitan Line, the Council has an aspiration for securing an extension of the</u>	Page 146, new para. after 9.21

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with TfL	<u>Central Line to Uxbridge by means of a spur in the area to the west of Ruislip Gardens. This proposal would contribute towards the Mayor's aspirations for growth in outer London, support growth in the borough and reduce congestion on the road network. The Council supports the view of TfL (as set out in a report in February 2009), that there may be a long term business case for the Central Line extension to Uxbridge and will work to keep this under review.</u>	
9.3 Heathrow Airport Ltd (226)	Crossrail will provide a direct link from Maidenhead via Heathrow Airport to the City, east London, Essex and Kent, travelling through the southern part of Hillingdon on the route of the existing Paddington line.	Page 146, para. 9.23
9.4 Mayor of London (482)	The improved Crossrail stations will provide the catalyst for the regeneration of Hayes and West Drayton (see Table 5.3) <u>and will bring extra travellers through these stations who will need to travel to and from their original destination by feeder mode.</u>	Page 146, para. 9.23
9.5 Heathrow Airport Ltd (225) 9.6 Comments added by the Council to clarify its interpretation of sustainable development at Heathrow	This Core Strategy will support the sustainable <u>development, renewal and (9.4) operation of Heathrow within the existing airport boundary (9.5)</u> and growth in the Heathrow Opportunity Area by facilitating improvements to public transport and cycle links, enhancing the public transport interchange to provide the opportunity for a modal shift from the use of private cars and from short haul air to sustainable transport modes and providing transport infrastructure to accommodate economic and housing growth whilst improving environmental conditions, for example noise and local air quality for local communities.	Page 150, Policy T4
9.7 Hillingdon Primary Care Trust	Health: Primary and acute care, <u>taking account of recent changes to Government policy on Health</u>	Page 151, para. 9.35, third bullet point
9.8 Thames Water Utilities (23)	<u>The Council recognises that delivery of appropriate social, physical and green infrastructure is essential to underpin sustainable development and growth.</u> The SIP has been produced to meet the requirements of PPS 12 and is in accordance with the guidance prepared by the Planning Advisory Service (PAS). As far as possible, the document identifies the needs, costs and timescales for delivery; funding sources and responsibilities for infrastructure development. It also identifies the extent to which infrastructure plans are realistic and where possible identifies a contingency where proposals are uncertain.	Page 152, para. 9.36
9.9 John McDonnell (499)	Social infrastructure is essential in providing people with better life opportunities and creating a sustainable community <u>and the Council will seek to resist the loss of such facilities.</u>	Page 152, para. 9.40
9.10 Northwood Resident's Association (103); Bell Farm Christian Centre (372)	Further social infrastructure provision will be required to meet the needs of Hillingdon's growing population and also to accommodate additional housing growth. The Council's SIP highlights that recent above average birth rates have put particular pressure on school provision. Ensuring that sufficient primary places are available will be a key strategy for the Council going forward to 2026. <u>Policies in forthcoming Development Plan Documents will also address the needs of Hillingdon's ageing population</u>	Page 152, para. 9.42
9.11 Proposed change made to implement recent Council policy	<u>10) Implementing a borough-wide Community Infrastructure Levy (CIL) to fund community infrastructure provision</u>	Page 154, additional criteria added to Policy C11

LBH Reference No.:	Proposed Change	Relevant Page No. / Section / Para.
9.12 Proposed change made to implement recent Council policy	<ul style="list-style-type: none"> Implementation of a borough-wide CIL 	Page 155, Implementation of Policy CI1, additional bullet point
9.13 British Waterways (47)	The Council recognises the borough's green infrastructure network, and in particular the Grand Union Canal, as an important leisure resource.	Page 156, para. 9.54
9.14 Sustainability Appraisal Update Feb 2011 recommendation (pgs. 71-72)	Seeking new and existing developments to promote the need to have inclusive and accessible design, to tackle climate change and to include facilities that promote sustainable transportation.	Page 157, additional criteria added to Policy CI2
9.15 English Heritage (557)	Protecting the historic environment as a cultural resource	Page 158, Policy CI3, new 3 rd bullet
9.16 Sustainability Appraisal Update Feb 2011 recommendation (pgs. 73-74)	Ensuring smaller all facilities are accessible by promote walking and, cycling and sustainable transport measures. The inclusion of cycle storage and electric charging points will be encouraged in new facilities and installed in existing facilities;	Page 159, Policy CI3, 5 th bullet
Appendix 1		
A1.1	Among the key information studies used in the production of the Hillingdon Hillingdon LDF is the Census carried out by the Office of National Statistics every 10 years with regular projection updates, the Annual Business Inquiry, also carried out by the ONS, and the Valuation Office Agency reports.	Page 161, 4 th para.
A1.2 London Geodiversity Partnership (331)	London's Foundations, The London Plan Implementation Report: Protecting the geodiversity of the capital (Greater London Authority, March 2009)	Page 164, Regional reference document added
Appendix 2		
A2.1 Hillingdon Primary Care Trust (75)	Hillingdon PCT Potential development at Eastcote Health Centre Renew and improve existing PCT facilities To be determined through discussion with the PCT To be determined Hillingdon Primary Care Trust / Private Sector Hillingdon PCT Alternative sites. Further discussions with LBH Hillingdon Hospital Trust	Page 169, Social and Community Infrastructure, Health, new row added
A2.2 VRG Planning for Brunel University 404	To enable the University to deliver international standards of academic and teaching facilities. Reason: To recognise the importance high quality facilities to the University's success. To enable the University to deliver international standards of research and teaching facilities, which necessitates continued expansion and improvements to its accommodation	Page 170, Social and Community Infrastructure, Education Learning and Youth Provision
A2.3 VRG Planning for Brunel University (405)	The key outstanding project from the existing masterplan is the Eastern Gateway Building school, which is due for completion in 2012. A number of future projects are being considered for the next masterplanning period from 2014 to 2021. The key outstanding project from the existing masterplan is phase 1 of the Eastern Gateway Building, which is due for completion in 2012 and an extension to the main refectory building, due for completion in 2013/ 2014. A number of	Page 170, Social and Community Infrastructure, Education Learning and Youth Provision

LBH Reference No.:	Proposed Change	Relevant Page No. / Section / Para.
	<u>future projects are being considered for the next masterplanning period from 2014 to 2021</u>	
A2.4 VRG Planning for Brunel University (406)	Current masterplanning period comes to an end in 2014. Production of new masterplan is currently being considered. <u>Current masterplanning period comes to an end in 2014. Production of new masterplan is currently under preparation</u>	Page 170, Social and Community Infrastructure, Education Learning and Youth Provision
A2.5 Update to reflect recent discussions with TfL	<u>Transport for London</u> <u>Extension of the Central Line to Uxbridge</u> <u>Improved transport links</u> <u>Creation of a spur in the area to the west of Ruislip Gardens</u> <u>To be determined</u> (approximate cost) <u>After 2015</u> <u>To be determined</u> (funding) <u>To be determined</u> (contingency planning) <u>To be determined</u> (opportunities for other organizations)	Page 173, Transport and Connectivity, new row added
A2.6 British Waterways (49)	Off-line side residential mooring scheme above Station Road bridge in Hayes	Page 175, Leisure, Recreation and Green Space
A2.7 British Waterways (49)	Delete row British Waterways Waterway wall repairs at Ironbridge Narrows, adjacent to Stockley Park Repair to waterway walls to ensure fit for purpose and not a risk to passing craft/ closing navigation. Scoping of works required, feasibility of possible options for repairs, design and implementation £200,000 2009-2010 British Waterways Emergency works Undisclosed	Page 175, Leisure, Recreation and Green Space delete row
A2.8 British Waterways (49)	Replace entries on row with: <u>British Waterways</u> <u>Grand Union Canal Towpath National Cycle network</u> <u>To extent the National Cycle network</u> <u>Identified in LBH LIP</u> <u>To be determined</u> <u>To be determined</u> <u>TfL LIP funding</u> <u>None</u> <u>LBH and TFL</u>	Page 175, Leisure, Recreation and Green Space add new row
Appendix 3		
	None	
Appendix 4		
A4.1 Heathrow Airport Ltd (217)	<u>Archaeological Priority Areas (APA)</u> <u>Areas of particular archaeological importance or vulnerability in the Borough which have been identified by the Council</u>	Page 180, Glossary

LBH Reference No.:	Proposed Change	Relevant Page No. / Section / Para.
	<u>with the advice of English Heritage. In these areas the Council's policies and proposals for archaeological sites will particularly apply. Planning applications affecting such areas will generate appropriate consultation, which could in turn lead to further processes of site assessment.</u>	
A4.2 Heathrow Airport Ltd (217)	Archaeological Priority Zones (APZ) <u>The boundaries of Archaeological Priority Zones are designated on the Proposals Map. These are areas where there is potential for significant archaeological remains, and planning applications within these areas must be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.</u>	Page 181, Glossary
A4.3 Text update	Building for Life <u>The national standard for well-designed homes and neighbourhoods. A Building for Life assessment scores the design quality of planned or completed housing developments against 20 Building for life criteria. For further information refer to www.buildingforlife.org.</u>	Page 182, Glossary
A4.4 The Theatres Trust (270) A4.5 English Heritage (557)	Culture Culture includes arts, media, sports, libraries, museums, <u>theatres (A4.4)</u> (4.4) parks, and the countryside, built heritage, <u>the historic environment (A4.5)</u> tourism, and the creative industries.	Page 184, Glossary
Appendix 5		
UDP Saved Policies Replacement	New section added listing existing UDP Saved Policies and indicating whether they are retained or replaced by the proposed Core Strategy policies.	Pages 194 - 203