

Hillingdon Local Plan: Part 1- Strategic Policies: Errata sheet

The following table sets out minor typing changes to the printed text within the Hillingdon Local Plan: Part 1- Strategic Policies adopted in November 2012.

Chapter/ Page/ Section/ Paragraph No.	Action	Reason
Chapter 5: The Economy, pg 34, footnote 14	Position Statement on Employment Land and Comparison Retail Capacity <u>Floorspace</u> (London Borough of Hillingdon, March <u>June</u> 2010)	To reflect the title of document and publication date.
Chapter 8: Environmental Improvement, pg 120, para 8.118	The London Plan (2011) Policy 2.13 (A) <u>(a)</u> encourages Hillingdon to work with key partners to prepare and implement an opportunity planning framework for the Heathrow Opportunity Area and at Policy 2.13 (b) <u>(c)</u> to develop their own more detailed policies and proposals for their part of this area.	References to London Plan Policy 2.13 are (A(a)) and (C) not 2.13 (a) and (b).
Chapter 8: Environmental Improvement, pg 122, para 8.124	Land Contamination: Land affected by contamination due to the presence of metals, liquid chemicals, gases and/or vapours, that remains untreated can present a risk to users of the land, cause damage to buildings and infrastructure and restrict development potential in the developed area of the borough or prevent the introduction of uses involving public access, where it is left untreated.	Text updated.
Chapter 8: Environmental Improvement, pg 122, para 8.126	This contributes towards improving land and environmental quality and the quality of life in general for the borough.	Text updated.
Chapter 8: Environmental Improvement, pg 124, para 8.135	Air quality issues caused by transportation are also dealt with in the Transport chapter through Policy T3 <u>T4</u> .	Policy T4 relates to air quality not Policy T3.
Chapter 9: Transport and Infrastructure, pg 140, para 9.14	Other initiatives such as prioritising car parking for low emissions vehicles and car clubs are simple measures that can also contribute to the reduction of harmful emissions.	Text updated.
Chapter 9: Transport and Infrastructure, pg 146, para 9.32	However, this still means a very high number of trips being taken by car which impact on air quality and the capacity of road networks, particularly in the Air Quality Management Area (see Map 8.4 <u>8.5</u> and Policy EM8).	The boundary of the Air Quality Management Area is shown in Map 8.5 not Map 8.4.
Chapter 9: Transport and Infrastructure, pg 146, para 9.36	As noted at paragraph 3.11 <u>3.17</u> , Crossrail is a major strategic infrastructure project for London which will be routed through the southern part of Hillingdon alongside the existing Paddington main line.	Reference to Crossrail is mentioned in paragraph 3.17 not 3.11.
Chapter 9: Transport and Infrastructure, Community Infrastructure, pgs 148-154, paras 9.38 to 9.60	Add 'Strategic Policies' to references to the Hillingdon Local Plan: Part 1 to read: Hillingdon Local Plan: Part 1- <u>Strategic Policies</u>	To ensure consistency with the rest of the document and proposed Minor Changes list.
Appendix 1: Evidence Base, Regional, pg 162	Addition: <u>The London Plan Spatial Development Strategy for Greater London (Greater London Authority, 2011)</u>	To ensure consistency with the rest of the document and proposed Minor Changes list.